RALLYE AIDS MUSCULAR DYSTROPHY

See Page 1

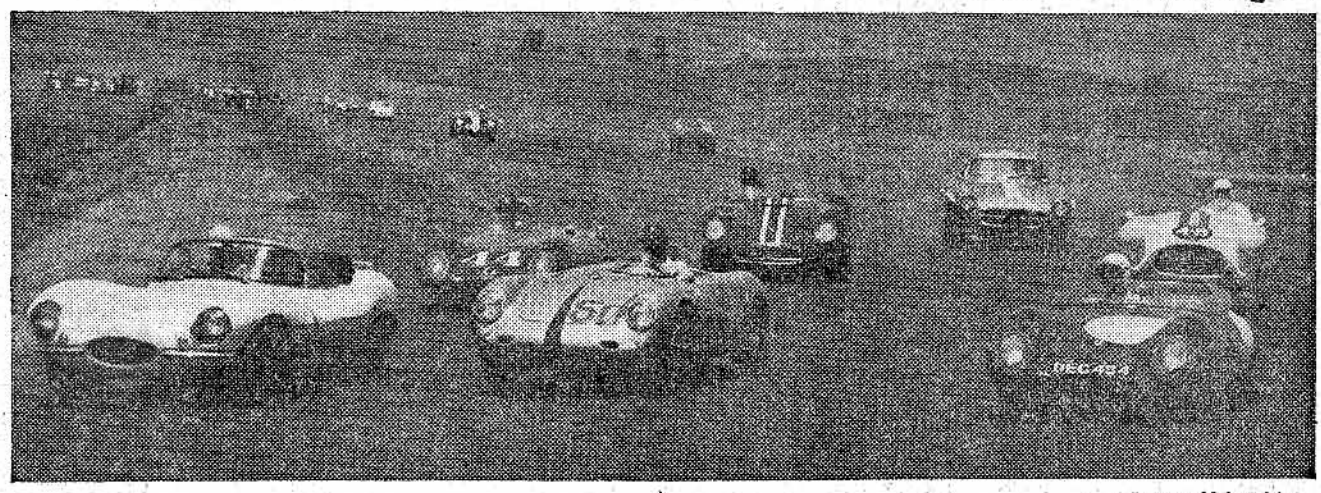
MOTOR RACING

Vol. 2—No. 19 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © July 12-19, 1957

BRYAN AVERAGES 160mph AT MONZA

FAVORITE CORNER STORY BY FANGIO

See Page 1



—Lester Nehamkin

DUE TO BECOME one of the top road racing courses in America is the new Riverside (Calif.) International Motor Raceway, where work is being rushed in hopes of a race within two months. Paving of the 3.77-mile circuit is complete. This shot shows a pack of sports-ters coming out of the 1-mile straight into the banked turn 1 at a recent testing preview. Top 4 lap averages were Pearce Woods, D-Jaguar, 96.77 mph; Ken Miles, RS Porsche Spyder, 94.14; Jim Peterson, SS Jaguar, 90.81, and Jack Bates, Mercedes-Benz 300SL, 90.27. Fastest through the traps: Woods, 153.58; Peterson, 143.08; Bates, 130.81; Miles, 125.52.

Big Day for Maserati—Fangio and Fitch

ROUEN, France, July 7—Juan Manuel Fangio, of Argentina, practically clinched his fifth world's championship here today as he won the 1000-kilometer French Grand Prix by averaging 100.5mph in a Maserati.

He previously had won the Argentine and Monaco Grands Prix.

The 45-year-old No. 1 road race driver set a new record for the course in blistering 93-degree heat.

Start of the race was delayed when an overpass collapsed, resulting in minor injuries to 24 fans.

Ron Flockhart, who with Ivor Bueb won the recent 24-hour Le Mans classic, suffered minor injuries when his BRM crashed off the course early in the going.

Close behind Fangio was Luigi Musso, of Italy, in a Ferrari. Then came Peter Collins, England, Ferrari; Mike Hawthorn, Britain, Ferrari, and Jean Behra, France, Maserati.

Fighting off Musso, Fangio took the lead on the 4th lap.

Plagued by mechanical troubles, several British

(Continued on Page 8, Col. 3)

BLARNEY CASTLE FESTIVAL SUNDAY

See Page 1

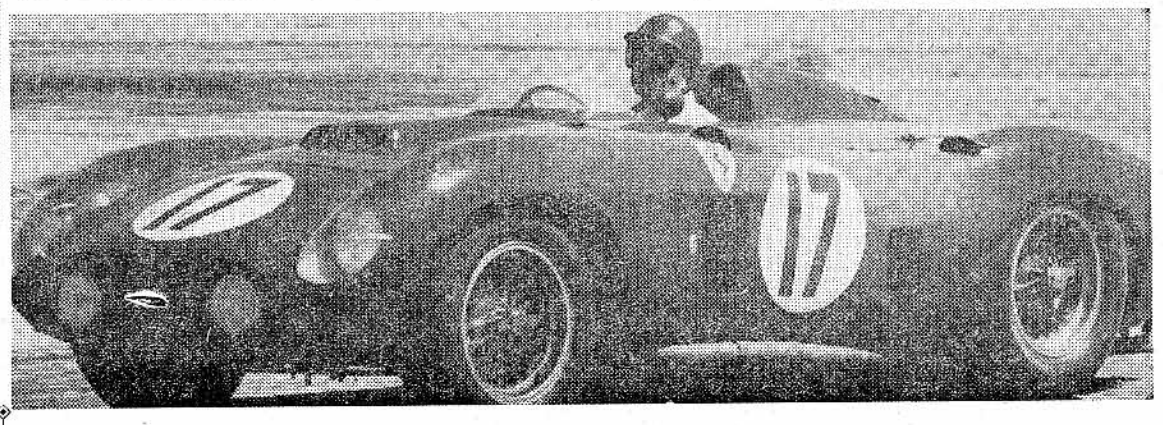
Exclusive - Fangio Writes for MOTORACING

Here are two shots of Juan Manuel Fangio—45-year-old "El Chueco" from Argentina—acknowledged as one of the greatest road racing drivers of all time.

He has achieved the unheard-of feat of winning four world championships and is currently on the way to No. 5! He has won the title with different cars, attesting to his greatness as a driver.

In 1951, it was for Alfa Romeo; 1954, Maserati and Mercedes-Benz; 1955, Mercedes-Benz SLR; 1956, Ferrari. And this year he's driving for Maserati.

In the following article, written exclusively for MOTORACING, Fangio tells how he takes his favorite corner (as told to Dr. Vicente Alvarez, noted South American racing authority).



MOTOR RACING

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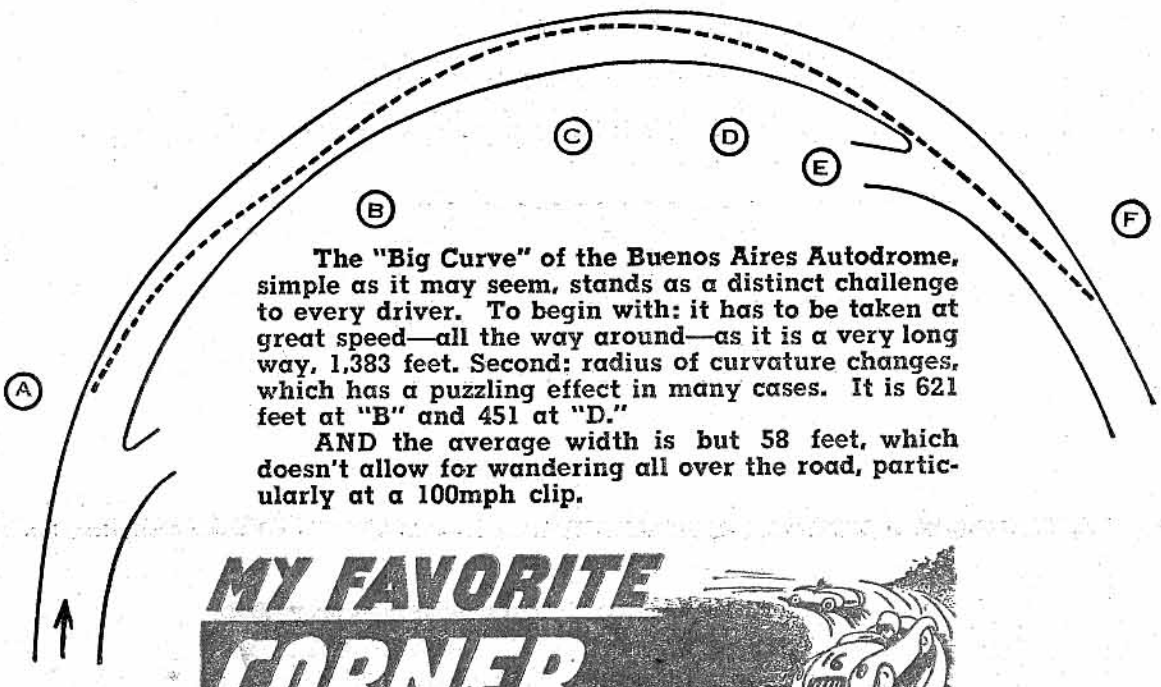

The "Big Curve" of the Buenos Aires Autodrome, simple as it may seem, stands as a distinct challenge to every driver. To begin with: it has to be taken at great speed—all the way around—as it is a very long way, 1,383 feet. Second: radius of curvature changes, which has a puzzling effect in many cases. It is 621 feet at "B" and 451 at "D."

AND the average width is but 58 feet, which doesn't allow for wandering all over the road, particularly at a 100mph clip.

MY FAVORITE CORNER

BY JUAN MANUEL FANGIO
Four-time World's Driving Champion
As Told to Dr. Vicente Alvarez

(Fangio's own words are within quotes; the balance of the story is an explanatory text written by Dr. Alvarez.)

"CURVES? . . . I have seen quite a few of them, but still my favorite is the Big Curve of the Buenos Aires Autodrome. Surprised? Naturally, things we have right at home are much taken for granted, but that turn is a challenging one—tricky and definitely exciting. It can be **SO** fast **IF** you know exactly where the groove is; otherwise you learn to respect it the hard way."

Dr. Vicente Alvarez
JUAN MANUEL FANGIO
'Big Curve' His Favorite

The Big Curve referred to is the first turn of Course Number Four, on which the Grand Prix of Argentina is run. A flat turn—asphalt—with an overall length of 1,383 feet and 58.3 feet wide. A peculiarity of this turn is the fact the radius decreases beyond the halfway point. In other words, it curls somewhat towards the end. Consequently, novice drivers invariably find out—to their amazement—that at a certain point they are traveling **TOO** fast and holding the wrong stance, too, the result being in most cases that the car literally shoots off the road.

Whether to the inside or the outside, that depends on which direction the distressed pilot cranks the steering wheel. When—and if—the machine can be held between the curbs and driven safely into the following stretch, a few more grey hairs will be the

(Continued on Page 5, Cols. 4-5)

—Bill Harmer

A RALLYE THAT DESERVES THE SUPPORT OF ALL

OVER 150 TROPHY AWARDS!

HUGE RALLYE BENEFITS MUSCULAR DYSTROPHY

By BRUCE G. POLLOCK

The slogan "We drive that they may walk . . ." has struck a sympathetic nerve in our sports car community. The entry committee for Rallye De Oro III, an "all clubs" event for the benefit of Muscular Dystrophy, and scheduled for Sunday, July 21, is still digging out from beneath an almost unbelievable number of early entry applications.

More than 40 California sports car clubs have joined forces with the Santa Monica Four-Cylinder Club, the sponsoring group, to help make this event an unqualified success. Many of these clubs have designated De Oro III as their monthly event.

Generous donations from scores of dealers and other interested parties throughout the Southland have enabled the Rallye Committee to assemble

(Continued on Page 11, Cols. 4-5)

Bryan Wins at Monza; Torrid Avg.: 160MPH

MONZA, Italy, June 29—With only three Europeans—one Briton and two Scotsmen—competing in what was billed as U.S. vs. Europe classic, the highly-touted 500-mile International race around the rough Autodrome here assumed near-fiasco proportions.

The American drivers had it all their own way, taking the first three places as cigar-smoking Jimmy Bryan, of Phoenix, Ariz., won handily in the Eddie Kuzma-built Dean Van Lines Special.

The 30-year-old Bryan set a fantastic place that left spectators aghast—160mph.

Europe's high-powered factory drivers boycotted the race as "too dangerous."

Troy Ruttman, Lynwood, Calif.,

(Continued on Page 7, Col. 3)

Pomona Races Set For July 27-28

Eric Hauser, defending champion, is among entrants in the fourth running of the CSCC Pomona sports car road races, Saturday-Sunday, July 27-28, at the Los Angeles County Fairgrounds track.

Hauser will drive the same Buick-powered Special he piloted to victory in a driving rain at Pomona last January. He also won at Santa Barbara with the Balchowsky "backyard bomb."

Sam Weiss, Sacramento, said he plans to race his new RS Porsche Spyder.

Fourteen races are carded.

Great Performance by D-Jags and Lotuses

MANNEY DESCRIBES LE MANS CLASSIC

BY HENRY N. MANNEY III
MOTORACING Staff Correspondent

LE MANS, France—Once again this year, confounding lots of experts, the Jaguar boys proved that there is no substitute for "horses for courses," or in other words, its hard to beat a pool shark on what is practically his own table with balls engineered for the course.

And that was just about the story, kids, as five D-Jags started, five finished in the first six places, and the much vaunted Ferrari and Maserati opposition was all through and in the showers by half distance.

Ecurie Ecosse's Ron Flockhart won for the second year in a row and the second year as a dark horse, partnered by Ivor Bueb. Not too close behind them were team-mates Sanderson and Lawrence, French-entered Luas and Mary, Ecurie Belge's Frere and Rouselle, then the only remaining factory Ferrari, that of Lewis-Evans and Severi.

On the same lap was the last Jag, that of Hamilton (also a past Le Mans winner) and KC's Masten Gregory. Only slightly less sensational were the exploits of the supposedly fragile Lotuses; four started, four finished, gaining the 750 class, three out of four in the 1100 class, and running off with the index of performance (which pays as much gelt as the distance win), heretofore the province of Panhard derivatives,

The fastest 1100, driven by

(Continued on Page 10, Col. 1)

Big Festival at Blarney Castle

The place to be this Sunday, July 14, is Blarney Castle, 623 So. Western Ave., where the 3rd annual Sports & Race Car Festival gets underway for an all-day session starting at 11 a.m.

A crowd exceeding last year's 10,000 is forecast by E. Forbes-Robinson, coordinator of the event for Bonifaces Rudy Cleye & Dick O'Neill.

At adjoining parking lots there will be quarter-midget races, sports fashion show, concours for sports & race cars, accessory displays, etc.

• Racing Pow-Wow

By Maury Powell

CLYMER GIVES IT TO FANGIO WITH BOTH BARRELS!

THE MAILMAN brought a most distressing hunk of literature from an old friend, Floyd Clymer, the other day.

Clymer, whose background in automobile and motorcycle circles lacks nothing, took a good, healthy chop at Juan Manuel Fangio, four-time world's champion.

Of course, Fangio's refusal to race in the Monza 500 was the point on which Clymer based his indignant "open letter," heading the tirade "Poor Sportsmanship."

Quoth Clymer: "By your failure to compete at Monza against U. S. and other foreign drivers after the Italians had done so much to make a success of the Monza 500-mile Race, I contend that you are not only a poor sportsman but a phony Champion of the World. . . ."

The former car salesman, ex-rider and famed motorbook publisher went on: "Actually, I don't think anyone should again refer to you as a 'World's Champion' after your run-out at Monza and when you have never driven at Indianapolis. A champion should be willing to meet all challengers. He should drive in all types of competition, including midgets, stocks, and sprint-cars, and not only in sports cars and Grand Prix events if he deserves that title."

We've known Clymer a good many years and he's always struck us as being a cool, calm and collected individual. For him to sound off with a blast like that at Fangio is incongruous.

Money Offers Made to Fangio

Addressed to Fangio in Argentina and dated July 1, the letter also included an offer from Clymer comprising four points—1. A payment of $500 the day Fangio enters the 500; 2. A payment of $1000 on the day Fangio qualifies for the 500. 3. A payment of $2500 if Fangio finishes better than fifth in the 500 in any completely U.S.-built auto. 4. Payment of $5000 if Fangio finishes better than fifth in any foreign-built car.

In my book, he's 'way off base ripping into Senor Fangio like that.

Some of Clymer's phrases, such as that beauty about "champions should be willing to meet all challengers," and that bit about champions "should drive in all types of competition," are lulus.

Fine semantics, yes; actual practicability, no dice.

One would think that our American champions were without fault, shining knights on gleaming chargers and all that.

Not so.

I've seen plenty of them defect from a race if the conditions and/or the price wasn't right. As reporter, advertising man, publicist and publisher, I've been exposed to shennanigans involving drivers and promoters that would curdle your hemoglobins.

One champion, in particular, was given a $600 deal to fly to Oakland to compete in a sprint car show after he'd won the Indianapolis classic. This champion took his mount around the track a couple times in warmup laps, then pulled into the pits.

"I've had it, I don't like this track, gimme my $600," he spouted in one breath to the promoter. The latter argued, but couldn't chisel the driver down 10 cents. The $600 was paid, the driver got back into his plane and flew right back home.

Indy Champs Threw Their Weight Around

I know of other subsequent 500 champions who've tosssed their weight around; in some cases their prices were met; if not, the drivers had excuses they were sorely needed "elsewhere."

As for the business of driving all types of cars, it's about as silly as asking the flyweight champion to mix dukes with the heavies.

Some drivers are more fitted for midgets, some for stocks, some for sprints, sports cars or Indy machines. Few are the boys who are good in all, or even attempt to be. "To each his own."

Indy Winner Sam Hanks hasn't tooled a sprint car in his career that I know of. National Champion Jimmy Bryan avoids the sprint machines like the plague, but used to risk his neck in them before he got into the high income brackets. You don't find him or Sam in midgets very often, either.

Frank Mundy, former AAA and NASCAR stock car champion, was tops in his own field, but a flop in midgets, sprints and Indy autos.

Marshall Teague, whose pedigree reads like Mundy's, also hasn't done much since switching to Indy cars.

Mauri Rose, one of Indy's greatest stars, drove only the 500 machines.

I could go on for many more pages detailing the preferences of drivers. Who dares to tell any of them just what type of auto to risk their neck in while pursuing the gold and glory?

Talk About Boycotting Europeans

Personally, I take my hat off to Juan Manuel. He used no phony devices in exiting at Monza. He wasn't about to have anything crammed down his throat in the way of unsuitable auto or track conditions, regardless of those "braver than Dick Tracy" Americans.

About as unsavory as Clymer's letter is an edict allegedly in the hopper from Indianapolis whereby all European drivers who boycotted the Monza 500 would hereafter be barred from the Hoosier state's go-round.

Incidentally, there is reason to believe that Clymer's challenge offer was made to Fangio **AFTER** he had learned about the possible banning of European drivers. In fact, a Clymer publication printed in Culver City called National Pit Pass was the first to carry rumors of the ban here in the West.

Which makes us wonder no end as to the sincerity of the whole thing.

We hope affable Tony Hulman doesn't get stamped into such an execrable bit of international bad manners.

I don't think Indy's edict, if such there be, will panic Fangio. **He'll probably recall Indy as being the track wherein two autos collided on the parade lap this year, and some fool officials DIDN'T EVEN HAVE THE ALTERNATE CARS READY TO GO, AND THE FABULOUS 500 STARTED WITH ONLY 31 INSTEAD OF THE GUARANTEED AND ADVERTISED 33 STARTERS!**

MOTORACING

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LETTERS to the Editor

GOOD DOCTOR'S PRESCRIPTION

Thank you kindly for the wonderful words you had to say about me in the latest issue of your local rag. From your use of vitriolic verbiage, it would appear that your piles are once again causing you tremendous mental anguish. Let me be the first to offer you a free bottle of carbolic acid for the treatment thereof.

Purposely I have tried to keep my use of words to your educational level of two syllables or less, but I assume that you will be able to find at least one friend or hireling with enough of a language command to take away your bottle and read them to you.

Dr. Steve Mason
John Edgar Enterprises, Inc.
Encino, Calif.

GIRALDO BELTS MILES

Hit 'em again harder, Mr. Moto-Racing Editor, on Ken Miles.

You present a logical survey of facts on Miles in your latest editorial, for which I want to compliment you highly.

This type of individual has cropped up in sports before, and more's the pity, will happen again. But you have done a notable journalistic deed in calling Ken Miles' record to task.

I don't follow sports car racing regularly, just knowing enough about it from your fine publication and from the more prominent races reported in metropolitan papers, to have a fair working knowledge of what's what. As you know I have been closely connected with speedway races for more than three decades.

To have an arrogant, disgraceful character such as you describe in your editorial undermine his fellow members and his own sport by his shocking actions calls for quick understanding, both in the press and in the sport itself.

What kind of a sportsman can this man be?

What kind of a m-a-n?

Don't let up, Mr. Editor. The Ken Miles brand belongs on the corral shelf.

Clyde Giraldo
Oakland.

SCCA ACTIVITIES

A word about future events—aside from races. On Sunday, September 29, SCCA, Los Angeles Region, will stage a Concours for the benefit of the Los Angeles Florence Crittenton Home. Incidentally, the home, which has branches throughout the United States, was the first charity to be recognized by an Act of Congress in the 1890's. The locale for the event will be the Huntington Sheraton Hotel in Pasadena. We may well have to limit our entries because we feel this location is bound to draw more entries than we could handle.

On Sunday, October 11, we are going to have a picnic-rallye at my place. More details on this later.

We certainly enjoy MOTORACING and you are to be commended for doing a great job.

Lindley Bothwell
Woodland Hills, Calif.

SPEAK UP, LAURING

What gives with this fella Art Lauring? Why doesn't he mention names? Everybody knows he was referring to Ginther in that spin at Santa Barbara (and he missed the distance by a mile). And in the Times I noted he didn't mention names, but everybody knew he was referring to Jackie Cooper as the speeding driver.

Is the guy afraid to speak out, no guts? He's so different from other MOTORACING writers who don't mince any words.

W. C. Francisco
Los Angeles 5.

TERRIFIC CONCOURS?

The Santa Barbara County Fair Concours, sponsored by the 37th District Ag. Association, State of California, in cooperation with the El Camino Foreign Car Club, will be held July 27-28, at Santa Maria.

This event is So. Calif. Council-approved and is on their yearly calendar of events. It is the only State of California-sanctioned Concours and has been tremendously successful these past years (just ask anyone who ever made the trip.) We feature completely fair judging of all entries and hospitality unlimited.

In addition to the Concours this year, the Aston Martin Owners Club is

(Continued on Page 5, Col. 2)

A REPORT ON SAFETY OF CRASH HELMETS

EDITOR'S NOTE—In keeping with this publication's No. 1 objective—safety for both the driver and spectator at races—MOTORACING presents the comment of George G. Snively, M.D., Director of the Department of Medicine of Sacramento County Hospital, on the Comparative Impact Tests of Racing Crash Helmets.

Dr. Snively, a driver himself, has been working tirelessly on this project for some time. These tests were conducted under the sponsorship of the Snell Memorial Foundation (Pete Snell, a popular No. Calif., driver was killed in a race accident less than a year ago at Arcata, Calif., due to head injuries resulting from failure of his helmet to give adequate protection), a trusteeship of the San Francisco Region, Sports Car Club of America, dedicated to the investigation and development of safety improvements for racing activity.

Planning and conduct of the tests was under the supervision of George E. Nichols, Engineering Consultant. Instrumentation setup and operation was accomplished by Harvey D. Heaverlo, Instrumentation Engineer.

By GEORGE G. SNIVELY, M.D.
Director, Department of Medicine
Sacramento County Hospital

The comparative impact tests of racing crash helmets demonstrate beyond question, I feel, the superiority of the helmets with the non-resilient lining material.

This is quite gratifying to me, for it substantiates my findings using the "massive impact" test with cadavers; further, it demonstrates the significance of a scientific approach in the basic stages of development of helmets, as in any other product, in contrast to the "hit or miss, perhaps-this-one-will-be-good" school. The work done years ago **in the laboratory** in the development of the **principle** of the non-resilient liner may now be "applied to the head" with assurance, and with confidence on the part of the driver whose head is concerned.

THESE STAND OUT FAR ABOVE THE OTHERS

The helmets which have used this non-resilient lining material —Toptex, the new Bell 500-TX (which uses the Toptex material) and the Clymer, which uses the same foamed polystyrene, but in only one half as thick a piece—stand out far and away above the others.

The Clymer, however, is not satisfactory, in my opinion, from the standpoint of having an inadequate **area** of head protected by the liner material. In it, the liner cuts off considerably higher than in either the Bell or the Toptex, and allows for too much unprotected head area. But, if impacted over the **lined** area, as shown in the tests, it shows up well.

In my own "massive compression" test, in which I use a much larger impacting surface, which would be more analogous to a head striking the pavement, a rather massive fracture resulted in the cadaver, tending to substantiate my feeling as to the inadequacy of the area covered.

CERTIFICATION TO MANUFACTURERS

The Trustees of the Snell Foundation have decided to enter the field of testing of protective and safety devices and equipment as related to racing, and to offer certification to manufacturers whose products have shown outstanding performance, feeling that there is a real need for such an independent, non-political service as they will be able to offer.

Their sole concern is with the racing profession as a whole, not specifically with one or another group, and extends to professional as well as amateur, 'cyclist as well as car racer, with powerboat and plane competition as well.

Such certification would be predicated upon adequate, scientific testing, rather than upon nebulous "impression of appearance" or on the "testimonial" sort of recommendation, which is clearly specious nonsense. As of the moment the Foundation is limiting itself to the field of protective headgear, and in that realm, Bell and Toptex will be allowed to use the Snell Foundation certification.

I rather suspect that the next field for investigation will be that of flame-resistant clothing for drivers, but that will have to wait for the moment.

OTHER HELMETS COME UNDER BAN

You will be interested to know that the San Francisco Region, S.C.C.A., has decided to ban all helmets other than those approved by the Snell Foundation, effective August 31st, 1957, by which time an adequate supply from both manufacturers should be available.

This represents the first of what I hope will be a progressive series of steps in the direction of further safety: the irritation of a mandatory ruling to me is far outweighed by the clear and certain knowledge that most human beings, race drivers included, are too completely sold on the philosophy of "It Can't Happen To Me," and consequently must needs to be pushed a bit for the good of the entire racing game.

(A splendid personal example was myself, until having taken care of Lou Brero, in Hawaii—I have now joined the ranks of "ex-T-shirt drivers. . . .).

SURE YOU'RE A GOOD DRIVER!
but is he?
SEE EQUITY'S AD PAGE 6

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• Vignettes

By Gus V. Vignolle

DOTS AND DASHES ALONG THE SPORTS CAR FRONT

"Criticism is something you can avoid by saying nothing, doing nothing and being nothing."—Jay Gurey.

SHORT & SNAPPY — More than one promoter sees a buck on the horizon of the expanding imported car market, especially here in So. Calif., where sales top the U. S. A promoter, calling a session at a midtown eatery, came up with plans for a show in January—no dates set, no locale. That makes 3 promoters we know who are planning a foreign car show. It will be interesting to see who gets in the first punch & who're frozen out.

Al Santoro, back from 10 mos. in Europe,was in Switzerland right after the Mille Miglia tragedy. He reports the furore there was terrific . . . Note from England: "The dirtiness of Britain is about getting me down. We have not seen a clean table cloth for a month now. And the food — I might even consider huevos rancheros! It is really an experience to get the attitude of the people here. The press is very anti-American & so are apparently the majority of Britons. However, they do not mind the dollars we have!"

Note from Germany: "You can have Deutschland for all I care. Ordered one specialty one night on recommendation of—& it turned out to be a veal cutlet covered with nuts. Oi. I knew there had to be some reason he acts like he does." . . . Poll shows lousiest drivers on highways steer Pontiacs, Chevvies next, then MGs . . . Henry N. Manney's classic observation: "In racing there are only two classes—the cheaters & the non-cheaters."

Examples of Miserable Public Relations

Tops in Cal Club public relations: This writer contacted **E. Alan Moss,** chief judge sometimes known as Al, regarding the disqualifications at Paramount. He came up with 3 "I-don't-knows," "Call me on Monday" & "Ask Joe." If it's the Joe I think, he was neither the president, a race chairman nor a judge (he was taking snapshots on turn 5)! . . . Tops in SCCA (Westport, of course) public relations: The Westport Pharaohs sent a letter to members saying a building to serve as Nat'l Hq. has been **BOUGHT** in Conn. No mention about the price, although the members paid for it. But everything will be told in a future issue of Sports Car.

The same as when the National point standings were sought by the press. Nothing. Wait until they appear in Sports Car. Westport never announces anything to the press. Without a shadow of a doubt, they have the WORST public relations of any sport not only in the U. S. but in the world . . .

Apparently the Cal Club & SCCA aren't the only ones who do not check drivers on the grid. The CSCC had someone other than **Harold Erb** driving the s/ch MG at Santa Barbara, and at Santa Rosa the SCCA had **Johnny Porter** driving the Porsche instead of **Richie Ginther.**

Recently, at LeMans, the French had **Bruce Kessler** listed as co-driver with **Ed Hugus.** All the wire services naturally carried the names given out at the course. Bruce never got in the car. Taking 8th place with Hugus was **Baron Beaufort,** one of the top European Porsche drivers.

We, along with everybody else, muffed that one, until Richie Ginther, who was there, told us. They also had the Ashdown-Stacey Lotus 9th overall, second in index & first in class G. Instead, it was Jay Chamberlain, of Burbank, Calif., & Mackay Fraser. Everybody else had that one wrong, too, except us. Only reason we had it right was because we got the dope from Jay's wife who had received a cable from the pilot in France. Let's check the grid, kiddies, because the pilot isn't always the guy who's listed in the entry blank. Suppose Fangio subbed for somebody here some time!

Collins Actually Lasted Only One Lap

Another blopper: Collins didn't go out at the start of the 3rd hour with a collapsed piston in the Ferrari. He was out on the 2nd lap after leading the first tour. Phil Hill, his co-driver, never got in. What happened to Ginther? He went out in the 10th hour when his 2-liter Testa Rossa Ferrari developed water pump trouble. His co-driver was E. Picard.

Report now is that **Phil Hill** was driving **Lance Reventlow's** Cooper when he crashed recently at Modena, Italy. The car wound up dundee, but Phil escaped unscathed, according to reports. . . . They have refused to dismiss conspiracy, grand theft & forgery charges against the car dealer (Detroit) & the case has been set for trial. When they nail another guy we know, we're going to blow the whistle fortissimo. . . . The height of double-talk is contained in a communication sent me by the Automobile Club d'Italia re the recent Monza flopperoo & defection by the European hot-shots, to wit: ". . . owing to the unprecise & hasty contents of the communication, a part of the press had certainly interpreted in the unexact manner his (Louis Chiron's) thought & that of the pilots members of the Association (Int'l Union of Professional Pilots) of which he is president . . . the Association . . . intended to take such action as would be & must be considered limited to certain technical aspects which fall outside the scope of the organization of the race & of that efficiency of the installations of the Monza Autodromo." Top that, Bolivar.

Wow, are they blasting the Europeans for their pullout. Although going around an oval is not their type of racing, I do not think they were scared. They didn't stand a chance (Fangio himself said so). I think the real reason was the gelt. All that do-re-mi was being uncorked to get the U. S.drivers, mechanics & their cars to Italy. If there's one thing those Europeans can't stomach, it's gelt going to someone else. They want that money themselves, period.

European Factories Would Have Looked Bad

Also, the European factory jobs stood to look bad—plenty bad. and **Enzo Ferrari** & the other factory jokers wanted no part of that, despite Enzo's remark that he expected his drivers to take the wheel if he entered any cars. Ha!

And what's this rumble about USAC banning them at Indy? It would be a mistake, although they wouldn't come anyway.

Along with Floyd Clymer, this observer certainly doffs the fez to England's Jack Fairman & the two Scotsmen, John Lawrence & Ninian Sanderson, who finished 4-5-6 behind the 3 Yanks, Jimmy Bryan, Troy Ruttman & Johnnie Parsons. Floyd's plan to start a fund to bring the trio to the 1958 Indy race is a good one.

Floyd, the LeMans winners were **Ron Flockhart** and **Ivor Bueb.** I don't go along with Cymer's blasteroo at Fangio, who, first

(Continued on Page 9, Cols. 4-5)

FLEMING-MARECHAL CAPTURE RALLYE; ONLY 20-SEC. ERROR!

Driver Frank Fleming and Navigator Nick Marechal, of the Douglas Sports Car Club, won the Over the Hill Championship rallye in a Porsche coupe.

The event was put on by the Compton Chapter of the Four-Cylinder Club of America on Saturday, June 22, and was won with a total error of only 20 seconds for the 232 miles!

Bill Hanna and Navigator Dick Flude, of the Northrop Recreation Sports Car Club, were second. They drove an Austin-Healey. George Taylor and Ken Sharp, San Diego Sports Car Club, were third, driving a Porsche coupe.

"Over the Hill . . . and Down" (Instruction No. 96) proved to be the key to success in this one. A large percentage of contestants misinterpreted this instruction and wound up either arriving late at check point 3, missing it entirely or became hopelessly lost and went home to bed. Of the 184 starters, 38 did not finish and 18 missed a check point!

Many contestants congratulated Rallye Master Dick Kermode and the Compton Club on the excellent check-point system used.

Slips with time in were returned to contestants within a few seconds of arrival, and were almost without exception very accurate. First 10 trophy winners were:

(Continued on Page 9, Cols. 2-3)

NICK MARECHAL, left, receives winning navigator's trophy from Rallymaster Dick Kermode for victory in Over The Hill Championship Rallye. First-place driver Frank Fleming (Porsche) was too busy getting ready to be married to attend the Victory dinner. The winners had only a 20-second error.

Ray Brown Elected to Safety Belt Group Post

Noted Hollywood safety belt manufacturer Ray Brown has been elected National Secretary to the Automobile Safety Belt Institute.

Brown, president of the Ray Brown Automotive and Impact Auto Saf-Tee Belt Co., built the engine that powered a record-breaking car at Bonneville Salt Flats several years ago.

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• Up the Straights

By Jim Mourning

WRITER TELLS WHY HE FAVORS SAFETY BELTS

SINCE OUR pointing-with-pride finger was severely sprained in an accident involving a slippery swizzle stick, we hereby devote this column to viewing with alarm. Our subject—safety belts and some of the loose verbiage being bandied about concerning them.

We note it reported that a group of white tower lads recently disentangled themselves from the ivy long enough to investigate safety belts. After smashing two nearly new cars head-on at 45mph, they came to the conclusion that safety belts didn't accomplish much.

This remarkable deduction was based on the word of a lad described as a "safety engineer." He took a quick look at the dummies inside, announced there would have been no survivors and pointed out that although the belts held, the PANEL TO WHICH THEY WERE ATTACHED did not.

Under these circumstances, the high-domed ones could have saved themselves a lot of effort and two nearly new cars. Anyone in the sports car competition would have been glad to tell them that any safety belt fastened to a panel is about as much good as a papier mache rollbar.

This was bad enough. On top of the remarks passed by a noted driver in a recent issue of a local sports car publication, it was too much.

STARTLING CONCLUSIONS

Working on the premise that a lot of so-called safety devices are actually not beneficial, this lad called on years of experience to come up with some really penetrating ideas. Unfortunately, he got lost in the chicanes of his own logic from time to time and came to some rather startling conclusions, one being that safety belts were useless in open cars. This we can't buy.

He correctly points out that in road racing "many people in this country have been killed who might have been thrown clear if they had not been fastened down by the 'safety' belt." What he apparently forgot, however, is that a lot of people who weren't killed might have been without a safety belt.

Although we're fully aware of the danger of drawing direct conclusions from isolated incidents, we can't help but remember personal experiences. A couple of years back, we were charging merrily off the starting line at Palm Springs when we were clobbered very briskly from behind. Our car literally stood on its tail, pivoted 45 degrees and came down just in time to get pranged by another car in the pack. We escaped without a bruise, but wouldn't have given much for our chances of survival if we had been thrown clear in the midst of that pack of bustling machinery.

BELT HELPED PLENTY

More recently, at Pomona, a competitor hit the marbles, described a complete arc and slid back on the track just in time for us to wallop him head-on. We came out of that one with a small bruise where out safety belt crossed our martini container. Without that belt, we have no doubts that we'd have gone right through the racing screen. That is, providing we weren't impaled on the steering column.

Not too long ago, a national organization studied the problem of automobile accidents and compiled statistics to show that over 80% of all deaths and serious injuries were caused by secondary impact—that is, the impact of the driver when he was thrown against some object, either in the car or out.

All of which may not convince the worthy writer-driver, but it's good enough for us. Henceforth, we place safety belts in the same category as motherhood, the American flag and the return of a good 5c cigar. We're in favor of them.

COURTNEY VAN ORNUM and Don Ives, shown in Honolulu, where they soon plan to be married. Courtney was president of Le Cercle Concours d'Elegance in Los Angeles. She and Ives met on the island during recent Hawaii Speed Week. He is active in the Associated Sports Car Clubs of Hawaii.

RALLIES

JULY

*13-14—Northrop SCC Fourth Sierra Rallye, Northrop Plant between Crenshaw and Prairie Blvds. on Broadway, Hawthorne, Sat. 11 a. m. approx. 12 hrs.
14—South Bay SCC Annual Gymkhana.
14—3rd Annual Blarney Castle Sports and Race Car Festival. Blarney Castle, 623 So. Western Ave.
14—Glendale FCCA Concours d'Elegance and Pot Luck Dinner, Griffith Manor Park, Flower and Sonora, Glendale, 1 p. m.
19—Philadelphia Region SCCA Hill Climb, Wilkes-Barre, Pa.
21—Santa Monica FCCA Annual "Rallye D'Oro," Rose Bowl Parking Lot, 8:30 a. m. Muscular Dystrophy Charity event.
21—Le Cercle Concours d'Elegance Concours, Holiday Motors, 5015 Van Nuys, Sherman Oaks.
21—San Francisco Region SCCA "Surprise Rallye."
21—Whittier F.C.C.A., "Mille Curva Rallye."
24-28—Adriatic Rallye, Yugoslavia.
27—Western Sports Car Club, "Poker Rallye."
27-28—Paramount SCSCC Weekend Rallye.
27-28—Santa Barbara County Fair Concours d'Elegance, Santa Barbara County Fair Grounds, Santa Maria, 9 a. m.
27—Aston Martin OC Rallye, Los Angeles to Santa Maria Fairgrounds.
27—Austin-Healey OC "Estrella Luz Rallye," Rancho Golf Club, 10400 West Pico, Los Angeles, 7:30 p. m., 3½ hrs.

AUGUST

4—Thunderbird FCC Gymkhana, Pomona Valley Center, Holt Ave. and Alexander.
4—Singer OC Giant Slalom.
10-11—Long Beach Douglas Championship Rallye.

* Indicates S. Calif. Council approved. Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TOpango 4012.

WINNERS

Sam Hanks, Pacific Palisades, Calif., won 300-mile USAC National Championship stock car feature at Trenton International Raceway, Sunday, June 23, in 1957 Mercury 2. Johnny Mantz, Duarte, Calif., '57 Mercury; 3. Ralph Moody, Dania, Fla., '57 Ford.

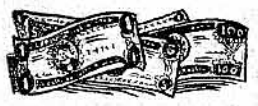
Jimmy Bryan, Phoenix, Ariz., won 100-mile USAC National Championship race at Michigan State Fairgrounds Sunday, June 23; 2. George Amick, Venice, Calif.; 3. Andy Linden, Indianapolis.

Don Staudinger, Long Beach, Calif., won 100-lap URA midget auto feature at South Mountain Speedway, Phoenix, Ariz., Saturday, June 28; 2. Don Cameron, Downey, Calif.; 3. Johnnie Wood, No. Hollywood, Calif.

UNCLAIMED TROPHIES

Three unclaimed trophies are being held by the Porsche Owners' Club, which would like to unload them on the recipients soonest. The following persons have cups awaiting them: Jay Allbright, R. Scurlock and Kay Gober. They are asked to contact the POC as soon as possible.

IT TAKES YEARS TO GET IT
but seconds to lose it!
SEE EQUITY'S AD ON PAGE 6



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INDEX OF PERFORMANCE

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

S.F. SCCA COUNTERACTS CAL. CLUB'S MUSCLING-IN

DEAR GUS:

The big news in these parts continues to be the effort of the California Sports Car Club to take over road racing in Northern Calif. **Ken Miles** and **Ray Frug** are trying to organize their 25 local members into the idea that they sponsor local races. In the meantime the Cal Wheels have approached several possible sponsors of courses such as Santa Clara and the Hollister Airport. But the big deal is their wooing of the attentions of the Sports Car Racing Association of the Monterey Peninsula **(SCRAMP).** One of the guests of honor at the recent Cal Club races at Paramount Ranch was none other than **Lou Gold,** chairman of **SCRAMP.** Pebble Beach, no less.

The end result of all this promotion was the offer by Miles & Frug to lend SCRAMP $25,000 at 6% to help finance the construction of the new Pebble Beach course near Fort Ord, which confirms the fact that the Cal Club is a profit-making corporation and that they are loaded; also that SCRAMP is a little short on loot regardless of the many thousands pledged by members who have cleaned up on the past 7 Pebble Beach races. As usual it was only pledges. Of course the end result of all this wheeling and dealing was that the Cal Club would take over the Pebble Beach races on a non-profit basis the first year.

The San Francisco Region of **SCCA** was not entirely asleep and although they lack that kind of cash, they do have a few tools to work with. **Kjell Qvale,** activities chairman, took a trip to Monterey and at a meeting with SCRAMP emphasized the following facts:

1. Only under **SCCA** sanction would Pebble Beach remain a National event and attract anyone but local drivers. And a million dollars worth of publicity.

2. The race had always been a big success financially for both the sponsors and the tourist traps, under **SCCA** sanction.

3. He reminded them that it was possible, under Cal Club management, that the races and the course could be unsafe and that **SCCA,** under those conditions, would not let their drivers race—under penalty of suspension.

4. It is a known fact that the Cal Club races are usually wild and hairy. At the recent Paramount Ranch races they ran out of ambulances during the first race and time was called while the wagons made a long trip to the hospital. Only a production Class G race, but no less than 5 MG TDs were badly mauled. It seems that all hands race with one eye on the road and the other eye on **John Edgar** and **Tony Parravano.** Roll bars are not mandatory and cycle fenders are much in evidence. Their races are very exciting and the public turns out in large numbers. Sorta like the hard-tops.

Well, Gus, that is the evidence. When the jury comes in with a verdict, I will let you know. By the way, the Army has not yet come up with a contract to SCRAMP—red tape, protocol, channels and all that sort of tripe

OPERATION SKULL-BUSTER

The S.F. Region of **SCCA** has issued an edict that only two makes of racing helmets will be acceptable after August 31. As a result of the research work of the **Pete Snell** Memorial, under the direction of **Dr. George Snively,** it was determined, that after some modifications, the Toptex and the Bell helmets would be mandatory after that date. The S.F. Region hopes to stock these helmets and they will be available to members as soon as possible.

It is amazing that of all the brands available not one had ever conducted any research while designing their helmets. It took several fatalities and the interest of one racing driver to accomplish this result. By the way, the Snell Memorial Fund is depleted and if any of the many drivers are grateful for the interest in their thick skulls, ..a ..small ..contribution might be in order. The address is SCCA, 2001 Van Ness Ave., S.F.

★

The S.F. Region By-Laws Committee has met and has made several recommendations. They suggest ways to remove any elected officer and also suggest the election of the Membership Chairman and two directors at large. This will prevent the loading of the Executive Committee by appointment and will put 7 elected members on the Board. Another little gem, Gus. **Clark McCartney,** the guy who did such a good job last year as Activities Chairman, has been asked to take the job of Ass't. Activities Chairman—a full-time job—to see if he can get a few little details straightened out that seem to be bothering the race drives. Gus, you may remember that this was the guy who was repudiated, at the 1957 elections by the first class members (race drivers) because he spent too much money for fire extinguishers to protect their thick hides. This year has been a continuous slow burn so they want him back. To prove that he is no small guy, he has accepted. I have an idea that he will again be nominated for R.E. and if those guys pull the same stunt, it will only prove that one thing needed to drive a race is not brains.

Gus, don't close that deal until you hear from me.

With best regards,
tom wilson.

Letters to Editor

(Continued from Page 2)

running a County Fair Rallye from Los Angeles, ending at the County Fairgrounds here on Saturday, July 27.

It is distinctively different from the Southern California Concours and by the percentage of persons who come back year after year we feel it is tremendously successful. Best way to find out is to be here in person. I was led to understand that by calendaring our dates a year in advance we would not have any other Council-sanctioned events on our dates. These are the Pomona race dates.

Hank Neiggemann
Santa Maria, Calif.

THANKFUL READER

Your paper and staff are excellent. Keep up the good work and don't worry about speaking up with a beef. Your "letters column" is open to those who take issue with your views.

Here's hoping you keep increasing your circulation and I hope you realize how much the ads in your paper have helped me. Thanks.

Carl A. Pioch
Los Angeles 4.

Valley Concours Set For Sun., Aug. 4

Entry blanks are now in the mail for the second annual San Fernando Valley Concours de Elegance, Sunday, August 4, it was announced by S. A. "Mac" McHenry, owner of the Valley Tail o' the Cock Restaurant, which will be the fashionable setting for the affair.

The sponsoring Le Cercle Concours d'Elegance has limited the field of entries to 100 cars. Privately owner sports cars, including competition makes of both foreign and domestic design, will be entered.

DICK KESSLER WINS IN JAG

THOMPSON, Conn., June 30—Averaging 67.2mph, Dick Kessler, of New York, won today's sports car race headliner at Thompson Raceway in his new Jaguar XKSS.

Rrain forced shortening the last four races from 15 laps to 10.

Harry Carter, D-Jag, led for 5 laps around the 2-mile course. When he missed a gear shift that took him into an escape road, Kessler moved in front. Carter finished second, followed by Gaston Andre, Ferrari Mondial; Frank Adams, Ferrari Monza, and Rod Carveth, Aston-Martin DB3S.

Races were staged yesterday and today by the New York Region of the SCCA.

Class G Production (15 laps)—1. John Clapp, Alfa Romeo; 2. Robert Grossman, Alfa Romeo; 3. Thomas Kerr, Alfa Romeo. Winner's average speed—60 miles per hour.

Class F production (15 laps)—1. Bill Welsh, Porsche; 2. Buell Kinne, Porsche; 3. Robert Grier, Porsche. Winner's avearge speed—59.1 miles per hour.

Class E Modified (10 laps—1. Gaston Andre, Ferrari Mondial; 2. Charles Rutan, VW Special; 3. Bill Rutan, Lester MG. Winner's average speed—60.5 miles per hour.

Classes D and E Production (10 laps)—1. Harry Carter, AC Bristol; 2. Hal Stetson, Arnolt Bristol; 3. Gil Getner, Austin Healey. Winner's average speed—60.05 miles per hour.

Classes B and C Production (10 laps)—1. Dean Mears, Jaguar XK120M; 2. Robert Rubin, Jaguar XK120M; 3. Richard Perrin, Jaguar XK140MC. Winner's average speed—59.9 miles per hour.

Unrestricted (10 laps)—1. Richard Kessler, Jaguar XKSS; 2. Harry Carter, D Jaguar; 3. Gaston Andre, Ferrari Mondial; 4. Frank Adams, Ferrari Monza; 5. Rod Carveth, Aston-Martin DB3S. Winner's average spped—67.2 miles per hour.

Fangio's Favorite Corner

(Continued from Page 1)

price for the ordeal, plus the proverbial butterflies on the stomach next time the turn has to be tackled.

Easy now, but this way the turn seems to be SOOOO long, and the car loses speed gradually until it is barely creeping around, to the extent that shifting gears down becomes indispensable—in the middle of the turn, yet safer this time, but oh so darn slow!

"I, naturally, don't intend to give any pointers on how that turn should be negotiated, but merely described my own way to go around it. The car makes a lot of a difference; here is how I do it on the new Maserati Formula 1 car. Near the end of the home-stretch, let's say 500 feet before the beginning of the turn, Point "A," I cut out, touch the brakes gently and shift down from fifth to fourth gear, entering the turn the closest possible to the outer curb at "A"; release the brake and a gentle pressure on the throttle keeps the car pulling on a straight line; rear end drifts mildly to the outside; front wheels are held pointing slightly inward.

A FEW INCHES FROM THE INSIDE CURB

"At point "B," I pass within a few inches from the inside curb; rear end is now more distinctly sliding out; easy on the gas pedal now; traction is satisfactory—you **HAVE** to be delicate with the gas.

"Reaching point "C" you should be in the center of the road IF you have maneuvered correctly. You can never be close to the inside, unless you have been driving TOO slow; on the other hand coming around Too fast or letting the car get into a full-size four-wheel-drift will never take you around; you will, in most cases, spin off the road—tail first—at point "C."

"Well, as I get to "C," in the center of the road, I am ready to coax the car around the now tighter bend. I take aim at points "E" and "F"—the last step—trying to trace a straight line between them; a gentle twist of the steering wheel and still more gentle pressure on the gas—which must increase gradually all the way hence—will take you to "D," still in the center of the road and parallel to the curb.

"From "D" to "E"—some 100 feet—another little twist to the wheel will send the car to pass a couple of inches from the inside curb at "E." From here to "F," it will drift away and it MUST be held parallel to road direction.

THE CAR IS PULLING HARD NOW

"Anyhow, the road is wide enough. . . . I keep the front wheels pointing slightly to the inside and then I press on, coming into

(Continued on Page 11, Cols. 4-5)

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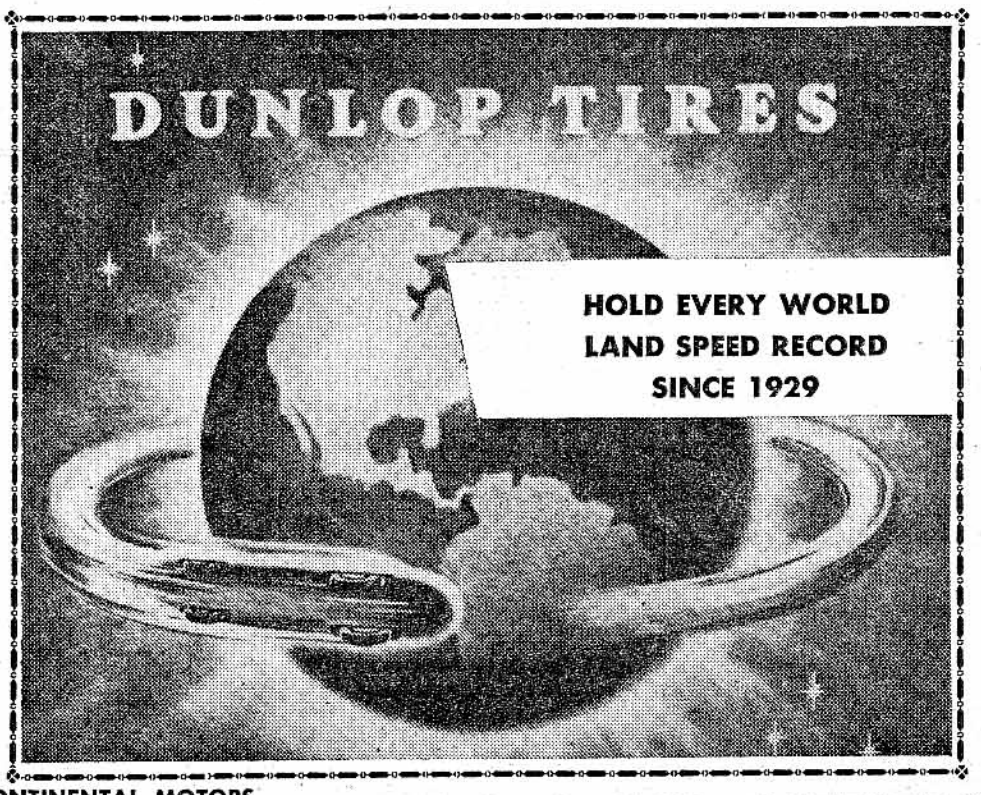

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• Checkered Flag

By Art Lauring
Los Angeles Times Columnist

CLUB DOES NOTHING ON CLASSES FOR DRIVERS

THE WAY of a reporter is indeed hard. Not that this writer seeks sympathy. It is just that whenever he (or any other reporter, for that matter) tries to express an honest opinion, based upon a certain criteria of experience, he is immediately pilloried, hanged, crossed and quartered. To judge from some of the letters and personal comments that masquerade under the disguise of criticism it is obvious that were it not for the existence of the gendarmerie, certain hot-headed dissenters would literally, rather than figuratively, tear yours truly apart.

Oh well—the armor is still of durable proof, albeit somewhat battered — thusly once again our editorial lance and buckler are couched for another round of windmill-tilting.

At the recent Paramount Ranch meet there was a rash of accidents, mostly to participants of the under 1300cc category. One double-trouble shuffle occurred in the tunnel area twixt turns 2 and 3—the other twain transpired at turn 5, thereby proving that something or other CAN strike twice at the same place.

The criticism levied, not by this writer but by Cal Club experts, was that the drivers displayed faulty handling techniques. At this point an involved driver should raise his bandage-swathed cranium and growl: "**NOW** they tell me!"

The controversial prexy of the Cal Club recently concluded a two-part article on safety. One point he stressed was the necessity of driving "properly."

NOTHING WAS DONE

This chronicler agrees. He will now remind him of the fact that such a conclusion had been drawn, many, many moons ago. At that time this column suggested that the Cal Club perfectionists make available, to the racing membership, the benefit of their superior skill and knowledge, i.e., conduct coaching classes. Nothing was done, however.

Now the point is this: Cal Club members pay dues. The club makes money with its races. Why not spend some of this money to organize and maintain a competition driving school for people who want to make like Fangio! A full-day session, say once a month, approximately two weeks prior to a racing date, could do much to eliminate a potential track accident. Let's **DO** something instead of merely standing by the pit area, shaking one's head and cluck-clucking: "The chap obviously was driving over his head—he didn't know **HOW** to handle his car!"

Point Numero Dos — safety! There is an old chant which goes—"for want of a nail, the shoe was lost," etc. Accidents don't just "happen." There is a primary cause, mainly a person's attitude, which sets into motion a chain of unfortunate events that culminate in an accident. This is true of flying—it is equally true of driving. One of the basic safeguards, per se, is the mechanical condition of a car. The clubs have pre-race technical inspection.

THEY WERE AMAZED!

At Paramount, a certain car's steering mechanism came unglued. Subsequent scrutiny also revealed a large crack that performed almost 270 degrees of circle around the hub. Both the builder and driver "opined" that a "friend," who had tried out the car prior to the meet, probably caused this flaw when he inadvertently rammed the bomb into a curb at 35 miles an hour!

Since both driver and builder are men of integrity and sincerity, this historian believes in their utter amazement at what transpired to the front end of the car. However, sober reflection on what **COULD** have happened can provide anyone with rather inexpensive air-conditioning even during the hottest weather. Suppose the steering arm and/or wheel collapsed while this car was literally flying down the straight!!

MAGNAFLUXING NEEDED

Who then must assume the burden of responsibility? A race driver primarily gambles his own hide. Well and good. But a race promoter cannot afford to gamble with safety —particularly when the hides of other participants and spectators are involved. It is mandatory that cars, particularly the back-yard concoctions, be in the best possible condition prior to racing. Every means of check and double-check, **INCLUDING** magnafluxing, if necessary, should be undertaken. Also tech inspection obviously must become truly technical and old-maidish. Now many are going to scream: "Magnafluxing is expensive!"

So are funerals and lawsuits.

So here again this column sez: let the promoter and/or sponsoring clubs assume part, if not all, of the cost of magnafluxing. They've nothing to lose—except the sport and their collective, financial shirts!

HARNAR WITH FORD

Robert H. Harnar, Jr., has joined Ford Motor Company's Los Angeles public relations office.

MOTOR NEWS

REGISTRATIONS FOR VW LEAD

Volkswagen continues to be the top-selling imported auto in the U.S., with new car registrations in California alone for January through April of this year totalling 5373.

This information is contained in the latest issue of Motor Registration News of California, published in Oakland.

Registrations for this period in No. Calif. were 2720, in So. Calif., 2653.

Volvo was in second place with a total of 1569, while MG was third with 1125.

Sharp increase was noted in Renault registrations. The French car was in 6th place with 671. Biggest drop was Simca, which slipped to 7th with 659.

Even among Detroit new passenger car registrations for the state, Volkswagen was 10th. Ford led the field.

NEW FOREIGN PASSENGER CAR REGISTRATIONS
January thru April, 1957

		State	North	South
1	Volkswagen	5373	2720	2653
2	Volvo	1569	424	1145
3	M. G.	1125	373	752
4	English Fords	795	396	399
5	Hillman	688	200	488
6	Renault	671	66	605
7	Simca	659	287	372
8	Triumph	573	201	372
9	Borgward	458	184	274
10	Gollath	404	158	246
11	Austin-Healey	304	90	214
12	Jaguar	287	105	182
13	D.K.W.	267	43	224
14	Porsche	240	94	146
15	Morris	153	98	55
16	Alfa Romeo	135	28	107
17	Mercedes Benz	113	36	77
18	Sunbeam Talbot	78	29	49
19	Citroen	73	32	41
20	Austin	65	27	38
21	Lloyd	63	38	25
22	Morgan	19	——	19
23	Lancia	12	6	6
24	Facel Vega	11	——	11
25	Rover	11	9	2
26	Aston Martin	8	2	6
27	Rolls Royce	8	3	5
28	Panhard Levassor	7	3	4
29	A. C.	6	——	6
30	Bentley	3	——	3
31	Lanchester	3	1	2
32	Maserati	3	1	2
33	B. M. W.	2	1	1
34	Brsitol	2	1	1
	Miscellaneous (1 each)	2	——	2
	Total	14190	5656	8534

National SCCA Races

National championship sports car races will be held at Upper Marlboro, Maryland, Sunday, July 14. The program will be presented by the Washington Region SCCA, Inc.

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• The Rallye Scene

By Gail Ann Holden
1956 SCCSCC CHAMPION NAVIGATOR

TERRIFIC RECORD IN OVER THE HILL RALLYE

"NOW 'OVER THE HILL' and follow the white line **down."** Route instruction No. 96 of the Over the Hill Rallye II was for many the climax of a fine championship event. For others it was the beginning of a "merry-go-round" tour of Crestline, Calif. But for every contestant this instruction exemplified the importance of following directions literally, one at a time and in order.

Frank Fleming and Navigator **Nick Marechal** (best remembered for his award-winning Desert Rallye of 1956) won the event with a fantastically low error of 20 seconds. Although Frank and Nick have placed among the top rallyests for some time, this was their first championship win.

AMAZING RECORD

A large array of beautiful trophies was awarded, including driver and navigator awards for first through 15th places. An amazing record was set; the **top 15** places had **less than one minute error.**

First team honors went to North American Sports Car Association of Downey. The team **—F. W. McDonald, Jr., Donald Stephenson** and **J. J. Rocha—** had a total error of 5:01.

Ted Kenyon and **Paul Miller** from the San Diego Sports Car Club received the Hard Luck award. Their clutch went out on the second turn of the rallye. Not only were they unable to finish the event, but Ted's wife had to drive all the way from San Diego to pick them up.

FOSTER HONORED

Highlighting the Victory dinner was the presentation of a special trophy engraved "Jolly Good Sport" to **John Foster,** president of FCCA National. Hand carved of wood and mounted on a beer can base was a figure of the British gentleman himself. The award came as a complete surprise to John, who could not have been more delighted had he won the first-place trophy.

Rallye Master **Dick Kermode** and the entire Compton FCCA deserve hearty congratulations for successfully organizing this truly challenging and accurate event.

MENTION MOTORACING

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YANKS CLEAN UP AT MONZA

(Continued from Page 1)

was second, while third was Johnnie Parsons, Van Nuys, Calif. Then came the Europeans, all in D-Jaguars—Jack Fairman, England, and John Lawrence and Ninian Sanderson, both of Scotland. The latter two were second at Le Mans recently.

They were the only finishers in the race, run in three 63-lap heats with an hour in between each.

The first Indianapolis-type race run in Europe saw Tony Bettenhausen, Tinley Park, Ill., knocked out in the first heat when his big Novi came off with a cracked frame and broken sway bar. He had set a record with a 177mph qualifying run.

Also forced out with mechanical woes were Pat O'Connor, North Vernon, Ind.; Andy Linden, Indianapolis; Bob Vieth, Oakland, Calif.; Ray Crawford, El Monte, Calif., and Eddie Sachs, Center Valley, Pa. The last two completed 117 and 107 laps, respectively, when they were forced out.

The Americans said the 2.6-mile steeply-banked course was extremely rough. Track temperatures were brutal, ranging from 102 to 126.

Bryan won the first two heats. He let up in the third, finishing second behind Ruttman. Bryan's total time was 3 hrs. 7 min. 5.9 sec. He turned in the fastest lap —175.727mph.

Including a cash award for that lap, Bryan won some $26,-000.

FINAL STANDINGS:
1. Jimmy Bryan, Phoenix, Kuzma, 189 laps, 3:07:5.9.
2. Troy Ruttman, Lynwood, Kurtis-Kraft, 187 laps 3:07:56.
3. Johnnie Parsons, Los Angeles, Kuzma, 182 laps, 3:07:29.
4. Jack Fairman, England, Jaguar, 177 laps, 3:08:3.9.
5. John Lawrence, Scotland, Jaguar, 171 laps, 3:09:38.9.
6. Ninian Sanderson, Scotland, Jaguar, 159 laps, 3:08:50.5.
7. Ray Crawford, Pasadena, Kurtis-Kraft, 117 laps, 2:40:10.2.
8. Eddie Sachs, Center Valley, Pa., Kurtis-Kraft, 107 laps, 1:46:38.9.

LINCOLN WINS AT PIKES PEAK

COLORADO SPRINGS, Colo., July 4—Lincolns driven by Bob Finney, Colorado Springs, and Slim Roberts, Denver, took the first 2 places in the annual Pikes Peak hill climb here today. Bobby Unser, Jaguar, was third.

Finney sent his racer up the 12½-mile course to the top of the 14,110-ft. peak in 14:11.7.

Jerry Unser, in the National Hot Rod Ford Special, won the stock car class, followed by Nick Sanborn, also in a Ford.

Clyde Kissell, mechanic for Pete Woods' D-Jaguar, placed 8th in an Offy, and not Woods as reported.

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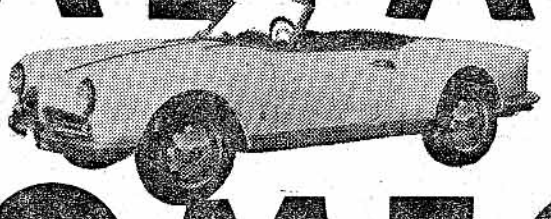

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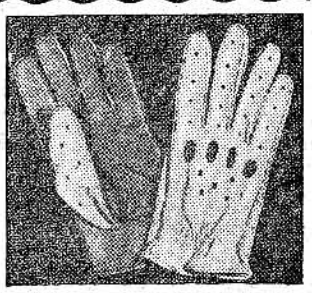

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• European Scene

By W. Robert Nitske

TRYING PERIOD IN EUROPE FOR GRAND PRIX RACING

SEVERAL NEW, tremendously ambitious racing circuits are being built here in this country and millions of dollars invested in superb layouts while the Grand Prix sport in Europe is undergoing again a very difficult period.

Cancellations of the Dutch and Belgian Grands Prix have focused attention on the financial aspect of the sport. Despite the huge crowds of spectators attracted to these championship races, the promoters often lose money on the events. And prestige alone is not sufficient to compensate for the financial losses.

Often, the original purpose, namely that of promoting a certain spot (like the Bern, or Spa, or Zandvoort areas) has been achieved and the Grand Prix race is not needed any more for that task. Then the formerly interested parties refuse to underwrite the racing event and cancel their monetary guarantees which enabled the respective clubs to stage the event.

Six racing events have to be run, or the championship cannot be awarded, according to the International regulations.

The Argentine, Monaco and French Grands Prix have been run and the other needed three events seem to be assured at this time. They are the British, German and Italian events. Fangio won the first three, and his driving skill should assure him of victories in others.

★

ASTON MARTIN FIRST

That victory does not always come to the swiftest was well proven at the last Le Mans Endurance event. There, as at the 1,000-Kilometer race on the Nurburgring, the mighty Maserati and Ferrari cars had to endure humiliating defeat by smaller and less powerful machines. The Brooks/Cunningham Aston Martin won first and the Salvadori/Leston car placed sixth at Nurburgring.

Because of its victory on the Eifel circuit, the new Aston Martin sports racing car is of interest. Developed from the 2.5-liter machine which participated at the German event last year, the 3-liter car carries the designation DBR 1/300.

The short-stroke engine has a stroke of 83mm and bore of 90mm. A larger power unit was developed, to compete at Le Mans, with 92x92 dimensions; this square engine is the 1/370 type.

The six-cylinder engines have double overhead camshafts and two spark plugs per cylinder. Compression ratio is 9 to 1. Three double Weber carburetors are used. Output of the 3-liter engine is about 250 horsepower at 6,300rpm.

SPECIAL FUEL INJECTION

A special fuel-injection system has been developed by the David Brown engineers for this engine, but no increase in power output has apparently been achieved. However, an improved engine elasticity has been reported from the use of the cumbersome-looking device.

Front suspension utilizes torsion bars, and a De Dion axle with parallel torsion bars is used in the rear. The tube frame is 3 inches longer than previously and the car weighs 1,771 pounds, or 165 pounds les than the older DB 3 model.

However surprising the Aston Martin victory at the Nurburgring was over the two 400-plus horsepower Maseratis and the powerful Ferraris, the real sensation was, once again, the new Porsche model. Used only in practice, the new model was considerably improved over the regular 1500 RS, which was really superb. Five started, five finished. And Maglioli/Barth placed fourth overall!

★

More of the new Porsche and the record MG(240mph) in the next column.

Fangio, Fitch Win

(Continued from Front Cover)

Vanwalls, Coopers and BRMs were forced out of the race.

Fastest lap at an average of 103.3mph was recorded by Musso.

1. Fangio, Maserati, 160.960 kilometers (100.5 miles) per hour.
2. Musso, Ferrari, 100.1 miles per hour.
3. Collins, Ferrari, 99.9 miles per hour.
4. Hawthorn, Britain, Ferrari, one lap back.
5. Behra, France, Maserati, seven laps.
6. Harry Schell, United States, Maserati, seven laps.
7. Jack Brabham, Britain, Cooper, nine laps.

★

LIME ROCK, Conn., July 7—Veteran John Fitch, Stamford, Conn., who has been driving D-Jags, switched to a 1.5-liter Maserati here today and won the 25-lap SCCA feature. He averaged 74.5mph.

He was followed by Dick Kessler, XKSS Jag; Frank Adams, 3-liter Ferrari, and Bill Wonder,, 2-liter Maserati.

One of the highlights was the spectacular victory of Evelyn Mull over a field of men drivers in the production race for classes D and E. She edged out Tony Zuckert, Morgan.

Production race for B and C went to Harry Carter, Mercedes-Benz 300SL, followed by Jack Crusoe, Jag XK140, and Bob Rubin, Jag XK140.

O'SHEA 1ST AT WATKINS GLEN

WATKINS GLEN, N.Y., July 6—Paul O'Shea, Rye, N.Y., the country's leading Mercedes-Benz 300SL driver, averaged 81.7mph in his German speedster here today as he won the 75.9-mile Glen Classic for modified sports cars. The time was 55:53.2.

Glen McCarthy, Cortland, N.Y., captured the 50.6-mile feature for production cars in a Corvette. His time was 41.45.4.

CONCOURS MG TF 1500. Trophy winner. Black, red upholstery, black custom top. White w/w. Conservative striping by Somers. Mechanically exc. Original owner. S. M. Geraghty, 3267½ Rowena, L.A., NOrmandy 3-2742.

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'56 MERCURY STOCK CAR. Ex-factory car, completely gone through, clean and ready to race. Over $1000 in spare parts plus a four wheel trailer. Package deal, $2500. Sparks and Bonney, 5578 Melrose, LA 38, HO 4-3208.

TWO 1½" S. U. CARBURETORS, intake manifold, and air cleaners from 1956 Austin-Healey. $75. Dana M. Burgess, Jr., 457 Briarwood, SE, East Grand Rapids, Michigan, GL 6-7387.

JAGUAR XK120 ROADSTER, $1195, November '50, metallic green, white leather, almost concours. New tires. FR 5-0370.

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MERCEDES-BENZ 300SL, built in May 1956, and serviced by factory for first 7,000 miles. Never raced or wrecked. Immaculate showroom condition. Silver gray, red leather. Will sell reasonably. W. Robert Nitske, 1717 Mission Ridge Road, Santa Barbara. Phone 5-4001.

JAGUAR MK VII SEDAN, good condition, recently overhauled. Automatic transmission, whitewalls, radio, heater. $1,500. W. Robert Nitske, Santa Barbara. Phone 5-4001.

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JAG OWNERS' MEET

Jaguar Owners' Association announces a gala gathering for installation of new officers. Site is Tail O' the Cock, 12950 Ventura Blvd., Studio City. It's scheduled July 20, 7 p.m. for cocktails, dinner at 8.

Myrtle Newman says deadline for reservations is July 17. Tab is $6 per person. Phone STate 5-2932. George Evdokimov, National JOA prexy from New York, is honored guest.

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TOP THIS ONE

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MOTORING fo(u)r FUN

By JOHN FOSTER
National President, FCCA

THE WORLD'S first Sports CARnival at Devonshire Downs was a tremendous success, both fromc a financial (all proceeds to Valley Presbyterian Hospital) and entertainment point of view. It can be said, in fact, that a great step forward was made that day in removing some of the esoteric fog which has long clouded our chosen sport.

JOHN FOSTER

Over 10,000 people witnessed and enjoyed some of the 'other-than-racing' activities from which the vast majority of sports car and 'interesting' car owners derive so much pleasure.

It has long been my belief that such a show could interest and entertain a large audience. It took a handful of young ladies (Las Patroncitas Guild), under the inspiring leadership of one June Smith, to have sufficient faith and know how to make it a reality. A few short months ago none of these ladies knew a concours from an airport lobby, yet to them goes the honor of staging in one place at one time, a Concours d'Elegance, staged by Le Cercle, Gymkhana, Sports Car Show, Quarter Midget Races, Fashion Show, Parade and Display of 110 of the world's most famous "collector's cars," Accessory Display, Poster Contest, and Band Concert.

The souvenier program (another collector's item — I have a few left if you need one!) lists under its 'Acknowledgement' banner a host of personalities all exceedingly well known hereabouts and who did so much to make the event a success.

As always happens with last-minute deadlines and the abundant help during the events, many names didn't get into the program and without going into another long list, completing the "Who's Who" column. I would like to pay special and belated tribute to the Women's Sports Car Club which did a faultless and tireless job of scoring the whole day's events and had results as soon as the last flag fell; the Singer Owners' Club which voluntarily stepped in at the last minute to help handle the five acres of cars which descended on the 'Downs' en masse; to Motor Classic' Mr. 'A,' who gave such invaluable help over KBLA.

One final acknowledgement before this does become a listing—to Jackie Cooper. Dashing back from New York, he spent a day and a half helping in every way possible and entering every event, including the Quarter Midgets!

To those of you who missed the match race between Jackie and E. Forbes-Robinson in Quarter Midgets; the Mack Sennett antics of the balloon and barrel events; the '27 Chev with showman Tommy Wilder and Chevvy's Joe Eiseman making time against Porsches and Jags; the '57 Cad of "Help Stamp Out Sport Cars" announcer Verne Smith versus the MG of "Help Stamp Out Cads" announcer ED Ness in the diminishing 8; the miniature Indianapolis thrills of the Quarter Midget kids; the magnificent Concours in the shaded Bavarian Garden; the line up of Rolls, Duesenberg, Mercedes, Le Baron Chryslers, Packards, Lincolns, Cords, Model 'A's and 'T's etc. and etc.; and WOW! . . . those models . . . well, we are only sorcy you did—and if ever there is another Sports CARnival, there are 10,000 people we know urging you to "Don't miss the next one."

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—Lester Nehamkin

ANNE EVANS, of MOTORACING'S staff, receives keys to her new Simca from Willie Witkin as Meyer Wolf looks on. Witkin and Wolf are distributors of the French car. Anne's new acquisition meant disposal of famed "Henry J."

FLEMING-MARECHAL DUO WINS

(Continued from Page 3)

Pos.	Error	Driver	Navigator	Car	Club
1	:20	Frank Fleming	Nick Marechal	Porsche	SMDSCC
2	:28	W. C. Hanna	J. R. Flude	A H	NRSCC
3	:30	Ken Sharp	George Taylor	Porsche	SDSCC
4	:33	F. W. McDonald Jr.	Laura McDonald	Jag.	NASCAD
5	:34	Harold Guess	Jack Kirkpatrick	MGTF	NRSCC
6	:39	Tom Higgins	Larry Ford	Sunb. Rap.	FCCA-SM
7	:42	Bruce Pollock	Gail Holden	Ply.	TROC
8	:46	H. G. McKinney Jr.	Harry McKinney III	Siata	OCSCC
9	:47	Charlie Cooke	Drisa Cooke	TR-2	TROC
10	:48	Barbara Meridith	Charles Meridith	A H	HEASCC

Unofficial point standings listed below are based on points acquired in the first four championship rallies. The final standings will be based on the best 5 out of 8 rallies so the results could change radically. Noteworthy is the fact that few of the top 10 were in contention at this time last year!

SCCSCC RALLYE CHAMPIONSHIP MID-SEASON STANDINGS

Pos.	Driver	Pts.	Pos.	Navigator	Pts.
1.	F. Fleming	79	1.	N. Marechal	79
2.	W. Hanna	69	2.	R. Flude	69
3.	W. Glassett	68	3.	D. Morrow	68
4.	K. Sharp	51	4.	G. Taylor	51
5.	F. McDonald	47	5.	L. McDonald	47
6.	T. Higgins	44	6.	L. Ford	44
7.	T. Cummings	43	7.	E. Cummings	43
8.	H. Guess	40	8.	J. Kirkpatrick	40
9.	B. Pollock	36	9.	C. Enoch	38
9.	B. Meredith	36	9.	D. Kermode	38
10.	C. Slagle	35	10.	G. Holden	36
10.	D. Sparks	35	10.	C. Meredith	36
10.	C. Cooke	35			

FORMULA III RACING

By MIKE SIAKOOLES

In the last few months Formula III racing has brought about some very startling changes. One of them is the steady increase in the number of cars. An average race this year brings out more cars than were present at any race last year. What often happens now is when one or two of the old regulars can't make a race, sometimes two or more new ones are there in their places. With luck and, of course, a lot of hard work it is possible that at some future race this year we will see a field of perhaps 15 cars or more.

MIKE SIAKOOLES

Another interesting fact is the greater reliability of the present cars. The mechanics are learning more with each race and are putting their knowledge to good use. Not only the car owners and builders themselves, but the club members also seem to have taken a shot in the arm. They are pulling together for one and hence club activities, finance and membership have almost doubled since the first of the year.

SUCCESSFUL RACES

A big step forward has been our participation in a co-sponsorship of three races with the Grand Prix Riders' Assn. All three races were highly successful in giving the 500 club valuable experience in the many and varied aspects of running a race of its own. Such things as tech inspection, licensing techniques and race coordinating are a few of them. The club bulletin, which is so ably written and edited by **Cliff Hesselton,** has increased its circulation now to include the East Coast as well as the entire West Coast. We have **E. M. Pupulidy,** who is also a car owner and driver, as our Eastern correspondent.

Rolf Roth and Mark Brunner have proved themselves very capable hands when it comes to driving their potent Mk 7 Cooper Norton, and with two other friends plan to form a team. Ray Williamson and George Holcomb got together recently also and Ray is putting his Spl. 2-cycle engine in George's car.

Stuart Dane of Dane Racing Cars has acquired Bill Black's service to drive his machine these next few races as Stuart's wife, Pat, is expecting soon.

TRIES FOR RECORD

Charles Nerpel's beautiful Spl. has ben road tested and will soon make its appearance in Compton. Chuck also plans to make an assault on the 500cc records at Bonneville this year. The U. S. records are now held by John Fox.

As close as I can gather there are at least 100 Formula III cars in existence in the U. S. at the present. The majority of these are on the West Coast and with these facts in mind we can all look forward to a lot of good racing.

For further information contact the 500cc Club of America, 2708 Magnolia Blvd., Burbank, Calif.

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VIGNETTES BY VIGNOLLE

(Continued from Page 3)

of all, goes in for road racing and not the squirrel-cage type, and, secondly (or firstly), as stated above, wants that gelt—cash on the barrel-head.

And as for those $ offers to Fangio for the 1958 Indy go, Clymer should have held off. Fangio told me several months ago that if he did not compete this year at Indy, he never would.

A salute to **Steve Mason,** AKA **Stefan G. Mason.** At least he flips on the brass-knucks and comes out fighting (see Letters to the Editor). He doesn't talk behind your back. We would like to remind Stefan G,, 1952 graduate from the Los Angeles College of Chiropractics, that within his confined bailiwick it is illegal to prescribe carbolic acid for piles & make other "merciful" administrations.

He should know that he cannot prescribe or administer any medicines or drugs & cannot even give simple hypodermic shots unless under direct supervision of an M.D. Violation of the latter, by the way, could get you kicked out of the profession and be a criminal charge as well.

Few Commercials Don't Hurt Anyone

Jimmy Moore is right: that word "allegedly" did not belong in describing the protest against **Jim Parkinson** that his MGA gear box wasn't kosher. . . . Commercials: Don't miss the yarn on the late **Alfonso de Portago,** by **Ken Purdy,** in the Aug. issue of Sports Cars Illus. It's terrific! . . . **Gloria Dearborn,** a fine acquisition, is the new circulation mgr. for Road & Track. . . . No wonder steering comes so much easier—it's those great Italian driving gloves from **Vilem Haan's** . . . **Bill Harmer** reports **Haan & Hirsty** Sports Car Service Shop in Studio City transformed his little **MOTORACING** Renault into a real bomba. The engine gleams from a special steam cleaning process. . . . Just about **ALL** the winners use Lodge plugs—at Sebring, Indy, & now 1st & 2nd overall and Ist & 2nd in index in the gruelling 24-hour enduro at Le Mans. . . .

Don't miss that big sports car festival all day Sunday, July 14, at Blarney Castle. It may top last year's, if that's possible. . . . A big cheer for that wonderful drivers' school by the SF SCCA at Stockton & Santa Rosa. **Jim Lowe** never lets up. Now the NE and NY regions are combining for a similar deal at Lime Rock, Conn., July 13-14. . . . Western Division of the Madison Ave. Sports Car Driving & Chowder Society is now forming in Los Angeles (this has been a tremendous hit in NY). Co-directors are **Jim Matthews & Howard Swift** (couldn't get a nicer tandem). Membership open to (a) persons interested in sports cars, (b) press, broadcasting, advertising, etc., (c) beautiful women (note: all women are beautiful). First meeting & details to be announced soon. . . . Add nifty publications: Course Marshal, by the Northrop Sports Car Club. . . . **Flavio St. Germain** is back from a sojourn in Montreal, & he says he will soon unlimber with an explosive article on a phase of safety.

Bon vivant **George Cary, Jr.** is all set to be the local importer & distributor of Moretti and Osca cars, reports **La Belle Hamilton.** La Canada Motors will handle both. Georgie himself is getting a Moretti grand sport 1200 coupe, & La Belle Hamilton is dumping her Buick & joining the sports car set by buying a 4-door sedan Berlina 748cc Moretti.

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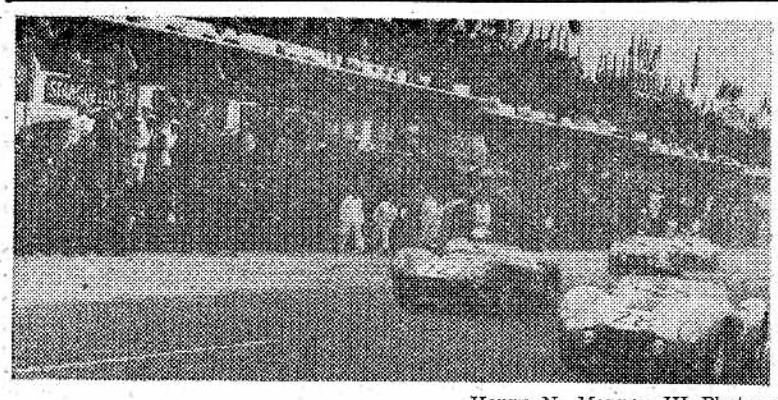
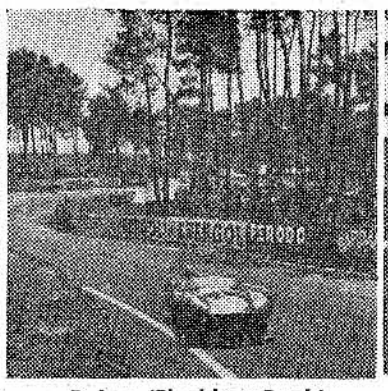
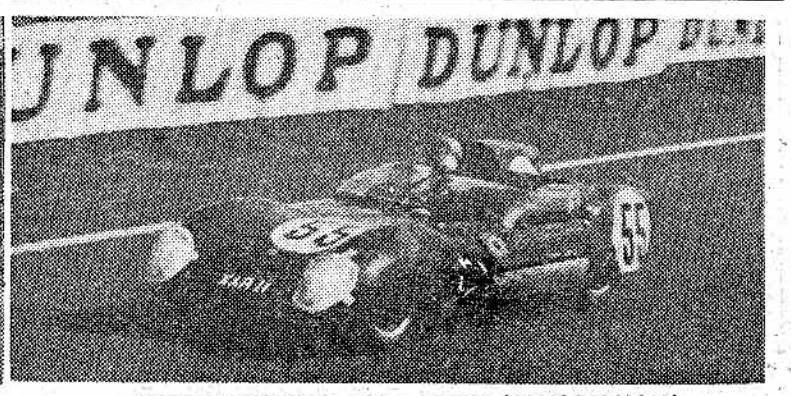






Henry N. Manney III Photos

START OF 24-HOUR LE MANS CLASSIC

MANNEY AT LE MANS

(Continued from Page 1)

Jay Chamberlain, of Burbank, Calif., and Mac Fraser, actually covered 93km. more than the winning 300SL in 1952, abundant proof of the advance in speeds since that prehistoric time. For that matter, the 750 Lotus covered 12km more than the Talbot that won in 1950! But then everybody said it was going to be a fast race. . . .

OBSCENE SPEEDS

In practice, the Maserati team, boasting two 4.5 liter and/or bigger V8s with Moss, Behra, Schell, Simon, and possibly Fangio to drive, were trying to make everybody's flesh creep by whistling down the 6km straight to Mulsanne at obscene speeds; Ferrari, however, refused to be intimidated and matched them rev for rev with their latest versions of the Mille Miglia cars. Finally Fangio put in a lap in 3'58" for the 13.46km course and that was about it, although some tried. The Jag and Aston-Martin boys got their gear ratios right and just retired out in the country to tidy up. In the smaller classes everybody had their big back wheels on too . . . the 1500 Lotus was outpacing the works Porsches until the still-green D.O. Coventry Climax coughed a valve.

As a result Fraser and Chamberlain got a ride in an 1100 which, as it turned out, was just as well. The small Lotus shook the DBs, no slouches, by picking up as much as 45 sec. a lap on them. And all the legion of American drivers stood around on one foot and hoped that they would get a ride or that the ride they had would last.

By race time, 4 p.m., the heretofore rather threatening day had cleaned up and almost didn't look like raining. Inasmuch as it was a big jubilee performance, there was a parade of old crocks which had raced the day before and also some Renault Dauphines, followed by the Renault turbine car, which leads one to make an educated guess about who was footing part of the bill.

The stands were full of the customary undisciplined French crowd who were hooting and whistling at the cops staked out to keep the photogs cowed. Big, little, and middle sized balloons jerked in the sky, the loudspeaker blared commercials, canned accordion music, and national anthems indiscriminately, and the braak braak from the pits slowly ceased as the pit crews wheeled the cars into position for the Le Mans start.

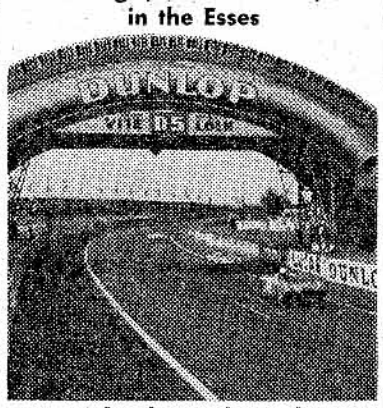
COPS MOVE IN

The wall of "agents de police" slowly moved down through the pit area and cleaned out everybody who wasn't actually a friend of the organizers or was driving; the drivers took up their nervous positions in their mambo circles, dead silence (except for the hoppycopter blathering above) descended, and as the flag did likewise all you heard was the patter of 108 little feet.

Moss beat everybody across the ramp, but by the time that he had insinuated himself into the Maser coupe and pulled the chain the original Frank Merriwall, Peter Collins, was out and gone in the 4 liter Ferrari, followed by Salvadori's Aston, Brooks' ditto, Gendebien's and Harris' Ferraris, and the gang. All that was left was poor Bruce Halford trying to get No. 23 Talbot going with a stripped low gear and a back axle setup that wound up like a yo-yo when he let out the clutch. He had gotten about 20 feet when a humming like bees in heat came down from the straight and they whipped him off the track just in time to keep him from getting run over.

First past the pits, his foot well in it, was still the headstrong Mister Collins, followed at a respectful distance by Brooks, Moss, Gendebien, Hawthorne (Ferrari), Flockhart (Jag), Salvadori, and the Belgian Jag. A Gordini pulled into the pits, a presage of evil times to come, and the waltz was on.

D-Jag (Flockhart-Bueb) in the Esses



Panhard Parade Under Dunlop Bridge

Hawthorn was apparently under the impression he was at Indy as he nearly broke his neck trying to get to the front for some of that lap money . . . in doing so he skittled Jag's 1955 lap record by some 16 sec.; in trying to stay ahead of him Collins caved in a piston and poor Phil Hill was out of a ride in only 14 minutes.

BEHRA MOVES UP

Meanwhile, back at the ranch, the apparently indestructible Behra was working up through the field with the aid of some 274kph timed on the straight and after getting by Flockhart, Gendebien, and Moss, in that order, passed into the lead about the 25th lap when Hawthorne pitted to change a tire.

Stirling found himself laying the Le Mans record smokescreen and stopped to fix it, so at two hours the order was Behra (Mas.), Bueb (from Flockhart, Jag), Gendebien (Fer), Hawthorne, and Brooks (A-M).

Alas, shortly afterwards Behra was relieved by Simon and on his first lap something went tickerticker in the back. . . . Moreover, No. 1 Maserati, on being taken over by Schell, went the same route, leaving the Trident to be poked by the Scarlatti-Bonnier 3 liter in 15th.

Musso then took over from Hawthorn and in an effort to get back on the leader board turned the fastest race lap of 3'58.7" or 203kph: but these days you gotta have wavy hair, apparently; for at around three hours the Flockhart-Bueb Jag slid into the lead and stayed there.

Slowly the driving of the red-hot Brooks began to make itself felt and slowly, profiting by each bobble, he worked his way past the Ferraris into second. It says a lot that at 8 p.m. the four leaders, Flockhart, Gendebien, Brooks and Musso, were still on the same lap, but by nine Musso's feending had cooked a piston, Oliver G. had gotten a lap behind, and the Hamilton-Gregory and Sanderson Jags were creeping up.

The race went on . . . slowly darkness fell and the cars flipped on their lights, just to make the spotters work harder, and everybody settled down slowly. Cold chicken and sandwiches appeared and sleeping bodies were seen in strange positions. Lotus No. 55 led on index, as it had almost from the very beginning, and seemed to be outdistancing its Osca and Panhard pursuers.

The Herrmann works Porsche had trouble with the sparks and retired, the clutch ceased to grip and made sparks on the Scarlatti Maserati, a Stanguellini and an Arnolt dropped valves in, the Whitehead Aston friz its gearbox, and the two Gordinis were long since kapoot.

FERRARIS OUT

At midnight, just as the tea fires were burning strongly in the English pits, the Ferraris of Gendebien and Swaters both retired with cooked pistons . . . maybe there is something to this voodoo stuff. At that time Jags were in 1st, 3rd, 5th, 8th and 9th, Aston-Martin in 2nd and 7th, and Ferrari in 4th (Gendebien) and 6th. Maglioli's works Porsche with the quaint little tail tabs was winging along in 10th.

In spite of the activity going on in the neoned infield "village," with its nonstop bars, cider and champagne stands, sandwich and restaurant tents, dodgems, skill games, shooting galleries, can-can girls and "les nues," lots of people lined the track to watch the bitter struggle between the Flockhart-Bueb Jag and the ever pursuing Brooks-Cunningham-Reid Aston.

Just about 2:30 a.m. it happened; Brooks, perhaps a little too sleepy, lost it in the Esses at Tertre Rouge and charged the bank. As the car reared up he got tossed out in the road, but beat it just in time to avoid the redoubtable Maglioli and his Porsche, who came whizzing around the corner to find the road full of Aston. They both were a little chipped around the edges but fortunately nothing serious, although the cars were out. As the Salvadori-Leston A-M had gone out with no clutch an hour before, that meant that the Aston challenge was through.

Four a.m. The famous Mulsanne mist was creeping over the course and drivers came starey-eyed into the pits to relate horrid tales of counting through corners and seeing everything from hay carts to the ghost of Rene de Knyff.

GINTHER FORCED OUT

One who couldn't care less was Richie Ginther, of Santa Monica, Calif., whose Ferrari had shed its water pump after a fine drive.

In rapid succession two DBs crashed and another coughed its gearbox, thus making the French index enthusiasts very gloomy indeed, as the Chamberlain-Fraser Lotus had been making time up in the night and now was leading its class, besides being third on index after the above shunting incident; however, they had to keep well on it as the Storez-Crawford Porsche was pattering after them.

Four a.m. Only halfway. At this time Flockhart had five laps on the closest car, the Frere-Rousselle Jag, which in turn had a margin on the other Ecosse car, Lucas, and the lone Ferrari of Lewis-Evans and head tester Severi. The fog got worse; the leader spun at Arnage but carried on undaunted, and Frere brushed the bank someplace and stopped a while to clean the sand out of his ducts, at which time Sanderson passed him.

Comes the dawn and the enthusiasts stir in their pup tents and think about breakfast and where did that bottle of wine go? The blue Jag is lapping steadily about 4' 25" and is seven laps ahead of his teammate at seven ayem. The Hamilton-Gregory Jag has had to repair the exhaust system during the night and is rather far back. During the morning there are a couple of retirements but mostly everyone just sits around with the fingers crossed. The Hechard-Masson Lotus runs out of gas and is pushed into the pits for more and a big cheer. The "patron" of the various hotels where the teams are staying appears with big baskets of food and has his feelings hurt because nobody will sit down and eat. Shortly afternoon the DKW fries a piston and retires and Tavano's Ferrari dittoes a valve. Frere has dropped to fourth and the Storez-Crawford Porsche, eager for some index money, has moved up to fifth. Alas and alack, the blue and white Porsche fails to come around and the report is broadcast that he has run out of gas at Mulsanne and is pushing in. The Lotuses can let up a little.

INDEX-WINNING 744cc LOTUS (ALLISON-HALL)

5-MILE PUSH

As always, at the last minute, something happens. No. 58 Stanguellini stopped at the pits and with only second gear left and not much battery can't get started again. Much shouting, waving of arms, and display of temperament. Finally he pushes over the Dunlop hill and coasts down to start. Meanwhile Storez pushes in; they have lots of gas, the crank is busted. And a five-mile push, too.

Chancel, fourth on index, misses Mulsanne and rushes down the escape road towards Tours. Front dented, he rushes back in, almost collecting Lewis-Evans' Ferrari, which is being nursed very carefully and smells strongly of codfish balls. Because of all that, everybody is still buzzing when the two Ecurie Ecosse Jags come across in line ahead to take first and second. The bright blue French D is third, the Lotuses come across in formation, and the Stanguellini screams across in second before the crowd engulfs the track.

The winner covered 327 laps, giving 4401km, and broke his own record of 4034km last year. This year must be regarded as an important victory for the private owner over works teams as all of the Jags were privately entered. What with first four distance places money and firsts in classes G and H, besides the first two places on index going to England, it is rumored that the French government is going to have to devalue the franc. Of American drivers, Gregory (6th), Ed Hugus (Class F, 1st), and Jay Chamberlain (Class G, 1st) finished. As the cars slowly crossed the line, an ancient biplane buzzed overhead spraying rose petals . . . an unidentified Englishman looked up and pow! They had forgotten to take them out of the bag. He was the only unhappy Limey here.

Final order, after the first three, was Frere-Rouselle (Jag), Evans-Severi (Fer), Hamilton-Gregory (Jag), Bianchi-Harris (Fer.-TR), Hugus-Beaufort (Porsche), Chamberlain-Fraser (Lotus), Rudd-Bolton (AC-Bristol), Colas-Kerguen (A-M), Guyot-Parsy (Maserati), Walshaw-Dalton (Lotus); Keith-Allison (Lotus 750), Brabham-Raby (Cooper), Hechard-Masson (Lotus), a DB, two Panhards, an Osca 750, and the sick Stanguellini. ....

SCCA Rallye Results

A big success was the recent Yosemite Rallye staged by the Los Angeles Region of the SCCA. It included an "economy run" between Gorman and Tulare. Among awards were those for best average from the respective homes to the destination. Score sheet:

CLASS A—1. Duane Alan, Porsche Speedster, 59.5mpg.; T. A. J. Bartoli, Mercedes 190SL, 41.54mpg.; 3. H. A. Lindsey, DKW Speedster, 40.4mpg.

CLASS B—1. Al Fleming, Jag XK140 Coupe, 42.8mpg.; 2. Bob Blyth, Austin-Healey, 42.0mpg.; 3. Bruce Chisholm, Thunderbird, 25.3mpg.

CLASS C—1. Jean Burkhard, Cadillac Conv., 29.7mpg.; 2. Art Gebhart, Ford 6 Station Wagon, 29.61mpg.; 3. Karl Brigandi, Dodge Station Wagon, 27.4mpg.

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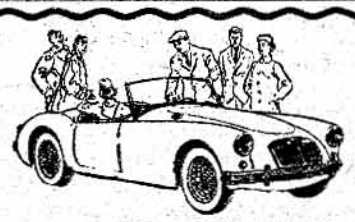

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MANNEY'S FOLLOW-UP AT MONACO:

The XVth Monaco Grand Prix

(Or Sic Transit Gloria Ferrari)

By HENRY N. MANNEY, III
(MOTORACING Staff Correspondent)

MONACO — This year's edition of Grace's Races, held round the rues and villas of the perpendicular Principality of Monaco, was chiefly remarkable for the high rate of attrition among the runners. Sixteen cars started, with World Champion Juan Manuel (I Can Do Anything Better Than You) Fangio in the front row in a Maserati; after a bumping match on the 4th lap between three of the most likely challengers, he stayed there and finished an unflurried 26 sec. ahead of England's Tony Brooks in a Vanwall. Third was the Great Stone Face of Kansas City, Masten Gregory, in a Scuderia Centro-Sud Maserati.

Hero of the race was the 2.2-liter Cooper, Australian Jack Brabham driving, which at one time was lying third over-all but had to be pushed in to finish after the mag failed a few laps from the end.

As always, practice was held at a quarter to six in the morning thru the twisty streets of Monte Carlo and as always Moss (Vanwall) and Fangio (Maserati) were out there struggling for the pole. Stirling finally grabbed it, but not before some pretty lurid cornering and displacing of haybales had been done.

—Henry N. Manney III.

J. M. FANGIO (32), in Maserati, leads at first corner of first lap at Monaco. Stirling Moss (18), Vanwall, holds 2nd, followed by Peter Collins (26), Ferrari.

pano and only Brooks near him.

Now this Brooks fella is maybe the most sanitary driver I ever saw and besides that, one of the fastest, but he had undoubtedly been given the "finish" car and wasn't about to catch the old man. The high-tailed Vanwall four banger ran very well throughout the race, tho, and I, for one, was very glad they finished without some piddling thing coming uncsrewed as in the past.

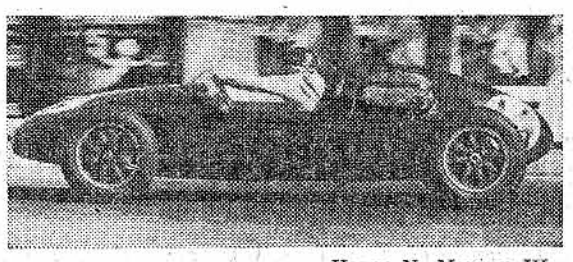
What were the prospects then? After the first two the young German driver, Von Trips, was herding his Ferrari with might and main but the only other one of Enzo's was Trintignant, who had taken what appeared to have been an unauthorized detour and dinged up the body and megaphones; as a result he was not only way behind but running sour. Menditeguy was hurling his Maserati around like a polo pony in fourth and so was Schell; they looked fast but neatness pays really good dividends on this circuit. The little Cooper was lying right ahead of Gregory, who could make no impression on this short course, although driving very well, and they in turn were staying ahead of the two Connaughts, Flockhart's BRM, Gould's Maserati, and Scarlatti's ditto.

However, as the race proceeded the song of the Ten Little Indians began to be heard Fortissimo Maestoso con Crunch. Gould got shunted from the rear at the railway station and got some oil lines squz shut, thus causing much oil pouring by attendant Warren Olson; Schell broke something in the front suspension; Bueb, after being fifth for some laps, retired with "gasket trouble" on the small Connaught, while the newer dart-shaped one (Lewis-Evans) suffered some derangement in the injection mechanism and ran poorly from about halfway distance. The Argentinian Menditeguy, on his 51st lap, having assumed third as the result of a little musical chairs between Hawthorn and Von Trips on the latter's Ferrari, got carried away at the famous chicane and drastically altered the Maserati's nose (not to mention his). Flockhart, having what looked to be a most uncomfortable drive in a most insanitary motor car, joined Carlos in the showers on the 60th tour when his BRM quit. Fangio meanwhile was gently pushing up the fastest lap times so as to have a cushion if any horrid derangement struck; best was 1:45.6 on the 44th, which means 107.2kph (just over 60mph).

The young Von Trips, who was really charging, lost it up by the Casino and busted his oil tank (or vicey versey) and that put the Cooper up in third; doubly surprising as he was giving away a liter to the others and Brabham himself, although energetic, has not been described as a Grand Prix driver. Scarcely had the Coopers, father and son, quit beating the dust out of each other's coveralls when their little green monster was reported as having quit running near the same place with about five laps to go. While everybody was still buzzing about that, the Head Man stationed himself with the flag at the finish, all the photogs commenced walking on each other's toes, and J. M. Fangio, the best and smartest driver today, whipped across to earn the million francs. At a properly respectful distance came the skillful Brooks, quite black in the face by this time, and two laps behind him, Gregory in his Maserati. Limping in to finish were the Connaught of Lewis-Evans, and ratty Ferrari of Trintignant (five laps), and widely cheered and pushing, Brabham in the Cooper.

—Henry N. Manney III

IT'S FANGIO IN FRONT AT CASINO



—Henry N. Manney III

JACK BRABHAM (COOPER) AT ST. DEVOTE

The new 1500cc V6 Ferrari was in evidence and everybody took a crack at it around the track . . . the general consensus was that it went but lacked enough torque . . . not suprising as the little one is almost as big as the normal V8.

The V12 Maserati was also being thrashed about by the Trident team and seemed to go very well but in the end Fangio picked the six-banger, which shows you how important he thinks torque is in this up-and-down race. The Cooper was rather smaller than the rest of the cars and had the d.o. Climax engine behind the driver.

Came race day, and the flag dropped. There was a monstrous scurry for the first corner; the usual amount of bumping and elbowing took place as Moss (Vanwall), Collins (Ferrari), Hawthorn (Ferrari), and Von Trips (Ferrari) all wanted thru at the same time.

On the fourth lap Moss went slap into the chicane at what has come to be known as Ascari's corner, alongside the harbor after the tunnel. Collins and Hawthorn, hot on his heels, had no place to go and for a minute the air was full of bales, logs, people running, and automotive bric-a-brac. When the sounds of battle had died away Ferrari was out two of their best cars, Vanwall **their** fastest model, and Tomcat Fangio was sitting high on the pole with the whole pom-

Fangio's Favorite Corner

(Continued from Page 5)

the stretch **VERY** close to the outside curb at "F," end of the curve; the car is pointing ahead and pulling hard now. . . ."

Anybody to try it? Sounds very easy, but that turn is a distinct headache, even once you know how Fangio does it. He is, by far, the fastest man on there; however, he refused to give any hint on the speed at which he takes this turn. "Fast . . ." was all he said. Asked again **HOW** fast, he merely added: "**VERY** fast," and not a word re **RPM** either. This with a nice, albeit most non-committal smile.

Anyway, approximate figures could be secured among the many observers standing by the curve, and final tabulation tells, at the different points. "A" 112 mph, "B"106, "C" 96, "D"/E" 100 and "F" 106.

IT ALL SOUNDS VERY SIMPLE

It's all very simple, when you listen to Fangio explain it, but one can't help thinking there **MUST** be something else about the whole thing; accurate imitation of his procedure—at **HIS** speed—may or not (usually not) produce a duplication of the results.

Before closing the interview, Fangio pointed out it WAS very simple now, due particularly to the terrific power of the new Maserati—plus its wonderful gearbox—and that the less powerful cars of these past seasons could not go around without shifting down again at "C." Traffic in that turn? "It spells TAKE IT EASY, BY ALL MEANS."

MUSCULAR DYSTROPHY RALLYE

(Continued from Page 1)

an impressive array of trophies. The first 25 over-all winners (drivers **and** navigators) are in line for awards, as are the best finishers from every club represented by five or more entrants in the rallye. Best team awards, best of make honors for almost all sports cars (and some U. S. iron, too!)—as well as a host of special awards—will be presented to over 150 drivers and navigators at the trophy meeting.

Over 200,000 people in the United States are stricken with Muscular Dystrophy. Two-thirds of them are small children. To date, there is no known cure for this muscular disease and funds are needed to further research projects. Your contribution to this worthy charity consists in sending in an entry form to RALLYE DE ORO III. The entire proceeds of the event will go to the Muscular Dystrophy Associations of America, Inc.

VITAL STATISTICS

DATE: July 21, 1957.

TIME: First car out at 8:01 a.m.

START AND FINISH: Rose Bowl parking lot, Pasadena.

ENTRY FEE: $5.

Indications are that RALLYE DE ORO III will be the single largest navigational sports car rallye ever held in this country. It will adhere to the 1957 SCC of SCC Rallye Code. IF YOU ARE ONE OF THE THOUSANDS OF SOUTHERN CALIFORNIANS WHO DRIVE FOR THE SHEER PLEASURE OF DRIVING—YOU ARE CORDIALLY INVITED TO JOIN RALLYE DE ORO III. For entry forms, please call Bob Piercy at AXminster 1-9373, or contact the Sports Car Information Service at EMpire 2-4157.

CALENDAR

JULY

14—Washington Region SCCA Road Races, Marlboro, Md.
20—British Grand Prix, Aintree.
27-28—CSCC Sports Car Races, Pomona.

AUGUST

3-4—San Francisco Region SCCA Sports Car Races, Santa Rosa.
3-4—No. Carolina Races, Va. Int'l Raceway, Danville, Va.
4 — San Fernando Valley Concours d'Elegance, Valley Tail o' the Cock, 11 a.m.
11—Swedish Grand Prix.
31-Sept. 1—San Francisco SCCA Races, Arcata, Calif.

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CRASH HELMET TEST REPORT

An Open Letter to All Competition Race Drivers and Sports Car Enthusiasts—

The recent crash helmet tests financed by the Snell Foundation, San Francisco Region, S.C.C.A., and conducted by George G. Snively, M.D., has created much interest among those concerned with betterment of the sport. Salient details are as follows:

1. In the fall of 1956, Dr. Snively began to gather design information and helmets of major manufacturers for medical test purposes.

2. In February, 1957, these manufacturers received essentially the same startling data featured so courageously in the July issue of Sports Cars Illustrated magazine. The results of this test confirmed the necessity for a non-resilient helmet liner which, while new to racing, has been recognized by military and civilian Flight Test and Law Enforcement agencies for many years.

Reception of these results varied with manufacturers. For Toptex, Dr. Snively's work constituted a visual "break through" into appreciation of principles and materials previously shared by scientific organizations. For Bell, the results were sufficiently conclusive to warrant suspension of production and immediate association with Toptex to scientifically complete the new Bell 500 TX helmet. Others, for personal reasons, continued with production of unchanged helmets, or experimented with other liner materials.

Impact Pendulum tests conducted on May 18, 1957, of 14 helmets and observed by both manufacturers and automotive press representatives again confirmed the necessity for the non-resilient liner as an energy absorbing media.

The non-profit Snell Foundation by providing free, scientific testing has emphasized the need for adequate headgear. We are pleased to announce the certification of our products by this activity independently dedicated to betterment of the motoring sport.

Historically, both Bell and Toptex have concentrated on specialized products for discriminating groups—and in association look forward to fulfilling your helmet needs with tested — approved products.

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